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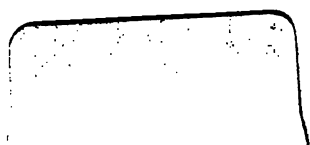
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Charles William Eliot.

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MAJ. GEN. W. A. BANCROFT, the guiding hand of this great Boston system, comprising an elevated, a subway, a tunnel and surface lines, with a total mileage of 440, representing an investment of some \$50,000,000, with 7,500 employees, is a practical street railway man. He started as Superintendent of a horse railway in the University city of Cambridge. Later he was appointed Roadmaster of the West End Street Railway. When the Boston Elevated Company was reorganized he was made Vice President, and in 1899 President of this great enterprise. This system penetrates 12 cities and towns from the heart of Boston and serves its patrons with first-class facilities. No other section of the country can boast of such delightful rides.

MICROFILMED
AT HARVARD



MAJ. GEN. BANCROFT,
President of Boston Elevated Railway Company.

Photo by Elmer Chickering

INTRODUCTION



IN presenting to the travelling public a new edition of Derrah's Street Railway Guide for Eastern New England, the publisher expresses thanks for the generous and kindly reception which his books have met in the past, and hopes that those who secure this Guide may find it even more valuable than its predecessors. The extent of the trolley system of Massachusetts is such that a Guide to the lines is indispensable to the tourist, and while there are local guides to various lines, this is the only one which is in a sense official, as the proofs are approved by the officials of the various railway lines described. The Guide gives the distances, running time, rates of fare, where to take cars in Boston to reach different points, etc.

The publisher of this Guide has been before the public so long that a word may be pardoned respecting his work. When, in 1896, the first Derrah's Guide was published, it was a small book and its reception was doubtful. Since then it has grown year by year, until the present volume, with its maps and many illustrations, its completeness in every detail and its full descriptive matter, may be said to reach high-water mark. The compiler has devoted years of study to the work, bringing the public and the street railways into more cordial relations, and the large editions of the Guide which are now called for annually are the best proof that the work has not been done in

vain. The publisher, having travelled from Boston to Detroit, Mich., by trolley, studying the various lines, methods of operation and possibilities of business, is convinced that nowhere in the world is there a greater opportunity for the street railways to increase pleasure travel, nor anywhere such an opportunity for the trolley tourist to find such varying charms of landscape, historical spots and delightful rides as here in the old Bay State. With a conscious pride in his work, he asks the continued patronage of the public, hoping to better the Guide each year, although fully realizing that a large measure of the success of the Guide in the past has been due to the fact that it has given more than was promised.

In the following pages the descriptive matter will enable the tourist to know what he is seeing as he is carried through the cities or across country on the trolley. The illustrations have been selected with care from several thousands taken especially for this work, and it is believed will add much to the value of the Guide. This year, for the first time, a new departure has been made in the issuing of a limited library edition in cloth, which contains not only the lines of Eastern, but of Western New England as well.

A person in Boston can get a car

FOR	AT
Allston	Take Elevated train for Park St. Station, Subway, and change for surface cars; or take surface car at Bowdoin Sq. or Copley Sq.
Arlington	Take Elevated train for Sullivan Sq. or Park St. Stations, and change for surface car; or take surface car at Bowdoin or Copley Sqs
Arlington Heights	Same as Arlington.
Arnold Arboretum.	Take a Jamaica Plain or Forest Hills car.
Ashmont	Same as Milton.
Back Bay Fens . .	Take a Brookline, Reservoir, Allston, Oak Sq., Newton or Chestnut Hill car at Park St. and Boylston St. Stations, Subway, Copley Sq.
Beachmont (Boston & Northern) . .	Scollay Sq., Adams Sq. and Haymarket Sq. Stations, Subway.
Brighton, via Cambridge	Bowdoin Sq.
Brighton, via Coolidge's Corner . .	Take Elevated train for Park St. Station, Subway, surface car at Park St. Station, or Copley Sq.
Broadway, Cambridge	Park St. and Boylston St. Stations, Subway, Bowdoin Sq., Copley Sq., Adams Sq. or Park Sq., and by transfer at West Boston Bridge.
Brookline (Cypress St.)	Park St. and Boylston St. Stations, Subway, East Boston Ferry, Copley Sq., Adams Sq. and Washington St. (north of Boylston St.)
Bunker Hill Monument	Rowe's Wharf, South Station, Subway Stations, Post Office Sq., Adams Sq., Haymarket Sq., North Station or on Washington St. (north of Boylston St.).

A person in Boston can get a car

FOR	AT
Central Square, Cambridge . . .	South Station, Park St. and Boylston St. Stations, Subway, Bowdoin, Scollay, Adams and Copley Sqs.
Charlestown Neck, Charlestown . .	South Station, North Station, Scollay, Adams and Haymarket Subway Stations, Post Office, Adams and Haymarket Sqs., and Washington St.; or take Elevated at any point.
Chelsea Ferry . .	Park, Post Office, Adams Sqs., and Washington St. north of Boylston St.
Chelsea Sq., Chelsea (Boston & Nor.) .	Scollay, Adams and Haymarket Sq. Stations, Subway.
Chestnut Hill and Reservoir . . .	Park St. or Boylston St. Station, Subway, Park Sq. or Copley Sq.
City Point, South Boston	North Station, Rowe's Wharf, South Station, Washington St., Haymarket, Post Office and Park Sqs.
City Sq., Charles- town	Rowe's Wharf, South Station, North Station, Haymarket Sq., Post Office Sq., Washington St. All Subway Stations.
Clarendon Hill, Somerville . . .	Take Elevated train for Sullivan Sq. and change to surface car.
Columbus Avenue	Rowe's Wharf, Park or Boylston St. Subway Stations, Chelsea Ferry, Post Office Sq., Washington St. (north of Boylston St.).
Coolidge's Corner	Same as Allston.
Cottage Farm Sta.	Take Newton or No. Beacon St. car via Commonwealth Ave., at Park and Boylston St. Stations, Subway, Copley Sq.
Crescent Beach (Boston & Nor.) .	Scollay, Adams and Haymarket Sq. Stations, Subway.
Davis Sq., Somer- ville	Take Elevated to Sullivan Sq., and then take Highland Ave. surface car, or Park Sq.

A person in Boston can get a car

FOR	AT
Dorchester	Take Elevated train to Dudley St. terminal, and transfer to surface cars to Dorchester.
Dudley St., Roxbury	Take Elevated train at any point, or surface car at South Station, Subway Stations, East Boston Ferry, Rowe's Wharf, Copley Sq., Franklin St. and Washington St.
East Boston Ferry	Post Office and Adams Sqs., South Station, North Station and Washington St., or any Elevated Station.
East Cambridge . .	Post Office, Scollay Sq., Adams Sq., South Station, Washington St. (north of Summer St.), North Station.
Edgeworth	Elevated to Sullivan Sq., change to surface car.
Everett Sq., Everett	Elevated to Sullivan Sq., change to surface car.
Field's Corner . .	Same as Upham's Corner.
Field's Corner, via Dorchester Ave .	North Station, Adams Sq., Post Office Sq., Franklin St., South Station.
Forest Hills . . .	North Station, Park or Boylston St. Stations, Chelsea Ferry, Park and Copley Sqs., and Washington St., and by transfer at Dudley St.; or take Elevated to Dudley St. and transfer to surface car.
Forest Hills Cemetery	Same as Forest Hills.
Franklin Field . .	North Station, Park or Boylston St. Station, Post Office Sq., South Station, Washington St., and by transfer at Grove Hall; or take Elevated to Dudley St. and transfer to surface car.
Franklin Park . .	North Station, Subway Stations, Copley Sq., Washington St., and by transfer at Dudley St. and Grove Hall.
Faulkner	Take Elevated to Sullivan Sq., change for Faulkner surface car.

A person in Boston can get a car

FOR	AT
Grove Hall	North Station, Subway Stations, Park and Copley Sqs. and Washington St., or by transfer at Dudley St.
Harvard College . .	Same as Harvard Sq.
Harvard Sq., Cambridge	Bowdoin Sq., Park St. and Boylston St. Stations, Subway, Post Office, Park, Copley and Haymarket Sqs., South Station, Rowe's Wharf, North Station.
Highland Avenue, Somerville	Take Elevated to Sullivan Sq., change for Highland Ave. surface car, or Park Sq.
Huntington Av., Mechanics Bldg.	Take Elevated train (and change at Park St. Station, Subway, for Huntington Ave. car), Subway Stations, South Station, Park and Copley Sqs.
Jamaica Plain . . .	North Station, Subway Stations and Copley Square; or take Elevated to Dudley St. terminal, change for Jamaica Plain surface car.
Magoun Square, Somerville	Take Elevated train to Sullivan Sq., change for Magoun Sq. surface car.
Malden	Take Elevated train to Sullivan Sq., change for Malden surface car.
Marine Park, So. Boston	Take South Boston or City Point car at North Station, South Station, Post Office Sq., Park Sq. and Washington St.
Mattapan	North Station, South Station, Adams Sq. and Post Office Sq.
Medford	Take Elevated train to Sullivan Sq., change for Medford surface car.
Medford Hillside . .	Take Elevated train to Sullivan Sq., change for Medford Hillside surface car.
Meeting-House Hill	North Station, East Boston Ferry, Rowe's Wharf, South Station, Park St. and Boylston St. Stations, Subway, Copley Sq. and Washington St.

A person in Boston can get a car

FOR	AT
Middlesex Fells, Medford	Take Medford or Malden car via West Everett at Sullivan Sq.
Milton	North Station, Subway Stations, Haymarket Sq., Post Office Sq., South Station, or take Field's Corner or Neponset car and transfer at Park St. (Dor.); or take Elevated train to Dudley St. terminal and change for surface car.
Mount Auburn, Cambridge	Park St. and Boylston St. Stations, Subway, Bowdoin Sq., Scollay Sq., South Station, Rowe's Wharf, Washington St. (south of Summer St.) and Copley Sq., and by transfer at Harvard Sq.
Maplewood	Take Elevated train to Sullivan Sq. terminal and change for surface car.
Mount Pleasant	Same as Upham's Corner.
Navy Yard, Charlestown	Take any Bunker Hill or Chelsea car.
Neponset	North Station, South Station, Subway Stations, Franklin St.; or take Field's Corner or Milton car and by transfer at Park St. (Dor.); or take Elevated train to Dudley St. terminal and change for surface car.
Newton	Park and Boylston St. Stations, Subway, Bowdoin, Adams or Copley Sqs., and by transfer at Harvard Sq.
Newton Boulevard	Take Elevated train (and change at Park St. Station, Subway, for Newton Boulevard car), Copley Sq.
Norfolk House	North Station, Park St. and Boylston St. Stations, Subway, Adams and Copley Sqs. and Washington St.
North Cambridge	Bowdoin Sq., Park St. and Boylston St. Stations, Subway and Copley Sq.
Norumbega Park	Park St., Boylston St., Subway, or Copley Sq.

A person in Boston can get a car

FOR	AT
Oak Square	Same as Allston route, or take Newton car from Park St. and Boylston St. Stations, Subway, Bowdoin or Copley Sqs.
Pearl Street, Cambridgeport . . .	Park St. and Boylston St. Stations, Subway, Bowdoin, Park and Copley Sqs.
Porter's Station, Cambridge	Bowdoin Sq., Park St. and Boylston St. Stations, Subway, Copley Sq.
Post Office Square	North Station, South Station, Columbus Ave., Park Sq. or any place on Washington or Tremont Sts.
Revere	Scollay, Adams and Haymarket Sq. Stations, Subway.
Rowe's Wharf . . .	North Station, East Boston Ferry, Park Sq., Tremont St. (south of Eliot), Washington St. (north and south of Summer St.) and South Boston.
Roxbury Crossing .	Rowe's Wharf, North Station, South Station, East Boston Ferry, Subway Stations, and Washington or Tremont Sts., or Elevated to Dudley St. terminal and change to surface car.
South Station . . .	Park Sq., North Station, Chelsea Ferry, East Boston Ferry, Rowe's Wharf, and Washington St., and any Elevated station.
Spring Hill, Somerville	Park St. and Boylston St. Stations, Subway, Copley, Bowdoin, Scollay, Adams, Post Office and Haymarket Sqs., and Washington St. (north of Boylston St.).
Union Sq., Somerville	South Station, North Station, Copley, Park, Post Office, Adams, Haymarket and Bowdoin Sqs. and Washington St. (north of Summer).
Union Station . . .	Elevated and Subway Stations, and all the principal streets.

A person in Boston can get a car

FOR	AT
Upham's Corner . .	North Station, South Station, Post Office Sq., Subway Stations, Copley Sq., Franklin St., Washington St.; Elevated to Dudley St., change to surface car.
Waltham	Park St., Boylston St., Subway or Copley Sq.
West Everett . . .	Take Elevated train to Sullivan Sq. terminal and change for surface car.
West Roxbury . . .	Take Elevated train to Dudley St. terminal and change to surface cars.
Blue Hills	Same as West Roxbury.
Calvary Cemetery	
Canton	
Charles River Bdg.	
Dedham	
Germantown	
Hyde Park	
Needham	Same as West Roxbury.
Sharon	
Stoughton	
Winter Hill, Somerville	Subway Stations, Washington St., north of Essex St., Post Office and Adams Sqs., North Station; or take Elevated train to Sullivan Sq. terminal and change to surface car.
Waverley	Park St. and Boylston St. Stations, Subway, Copley Sq.
Wellington	Take Elevated train to Sullivan Sq. terminal and change to surface car.
Woodlawn Cemetery	Take Elevated train to Sullivan Sq. terminal and change to surface cars.
Worcester	Park Sq., or take Chestnut Hill car.

NOTE — Free Transfer between Elevated and Surface cars at all connecting points.

NIGHT CARS

BOSTON ELEVATED RAILWAY COMPANY.

Cars Leave	For	First Car	Last Car	Leaves
Adams Sq.	Allston	*12 15	5 15	30 min earlier
"	Arlington Heights	*12 35	5 35	60 " "
"	Brookline Village ...	† 1 00	4 45	20 " "
"	City Point, So. Boston.....	*12 30	5 30	30 " "
"	Clarendon Hill.....	† 1 15	5 00	30 " "
"	Dorchester, via Grove Hall..	†12 30	5 30	40 " "
"	Dorchester (Field's Corner)..	* 1 00	5 00	35 " "
"	East Boston Ferry.....	*12 40	4 40	
"	East Cam. (Prospect St.)....	*12 15	5 15	25 " "
"	Also by Clarendon Hill Route	\$ 1 15	5 00	
"	Everett (East).....	*12 30	4 30	35 " "
"	Forest Hills.....	*12 25	5 25	40 " "
"	Grove Hall, Warren St.....	*12 30	5 30	40 " "
"	Grove Hall, Blue Hill Ave..	* 1 00	5 00	30 " "
"	Harvard Sq. (Cambridge)....	*12 35	5 35	30 " "
"	Jamaica Plain	* 1 00	5 00	55 " "
E. Boston } Ferry	Jamaica Plain, via Adams Sq.	* 1 54	4 54	48 " "
Adams Sq.	Malden	* 1 00	5 10	40 " "
"	Medford, via Winter Hill....	*12 30	4 30	40 " "
"	Milton and Neponset.....	* 1 00	5 00	45 " "
"	Newton, via Allston.....	* 1 15	5 15	45 " "
"	Newton, via Cambridge.....	*12 35	5 35	Same hour
"	Newton, via Brighton.....	*12 45	4 45	45 min earlier
"	Reservoir, via Brookline Village	† 1 00	4 45	35 " "
"	Roslindale	*12 55	4 25	45 " "
"	Watertown, via Cambridge..	*12 35	5 35	56 " "
"	West Everett.....	* 1 00	5 10	30 " "
"	Winter Hill (Somerville)....	*12 30	4 30	25 " "
No. Ferry	Winthrop Junction.....	*12 55	4 50	37 " "

(*) Cars run every hour.

(†) Cars run every hour and a quarter.

(‡) Cars run every thirty minutes. (\$) Cars run every hour and a half.

By Trolley Through Eastern New England

AROUND BOSTON BY TROLLEY

THERE is no single city in the world where so much of interest is reached by the trolley lines of a single system as in the city of Boston. Pretty nearly all of Boston is historic ground, and it may also be said that the trolley lines of the Boston Elevated Railway System reach nearly everywhere in the city limits. More than this, they go into the suburbs, and for a single fare it is possible to reach any of the parks or the surrounding centres of population. The system is known all over the country as one of the best managed in the world, and there are few places, if any, where so long rides can be taken for five cents. It is impossible, without writing a large guidebook to Boston, to more than give a faint idea of the variety of rides that can be had on the Boston Elevated lines for five or ten cents, or to more than outline what may be seen from the cars. The following trips, however, will give some idea of what is before the trolley tourist who wishes to see Boston with the maximum of ease and the minimum of expense.

BOSTON THROUGH CAMBRIDGE, PAST THE COLLEGES TO ARLINGTON, RETURNING TO BOSTON VIA MEDFORD AND WINTER HILL

A car taken at the Park or Boylston Street stations of the Subway soon reaches the surface at the Public Garden, passing the Arlington Street Church with its graceful spire on the right, and the Young Men's Christian Association buildings on the left at the corner of Berkeley Street, while on the opposite side are three notable buildings, the Boston Society of Natural History and those of the Massachusetts Institute of Technology. The car now goes along Copley Square, passing on the left Trinity Church and the Boston





MUSEUM OF FINE ARTS



BOSTON PUBLIC LIBRARY.

NEW OLD SOUTH CHURCH.

Buildings in
Copley Sq.
BOSTON.



TRINITY CHURCH

Museum of Fine Arts, with the Public Library at the head of the square. On the right, opposite, is the New Old South Church, erected at a cost of \$1,000,000.

The car turns into Massachusetts Avenue and crosses Commonwealth Avenue, where the statue of Lief Ericson may be seen on the left. Crossing the Charles River over Harvard Bridge one is taken along Massachusetts Avenue past City Hall on the right; it is a handsome building with a fine façade and a well designed clock tower, is one of the "Rindge gifts" to the city of Cambridge. A short run brings one to Harvard Square, the centre of Cambridge. As one enters the square the Wadsworth House is passed on the right. It was built in 1726 at the expense of the colonial government and the College Corporation for President Benjamin Wadsworth, and was the official dwelling of successive presidents for nearly a hundred years. During colonial days the royal governors made it their headquarters. Harvard Square is no longer a "great academic grove buried in a philosophic calm," but compares in scope and importance with any of the great university centres of the world. Harvard College buildings are on the right of the square. A corps of efficient guides are always in readiness in the college yards during the summer months to show visitors over the grounds and explain the various buildings. It is an interesting and profitable experience to stop here and visit our most famous seat of learning.

Leaving the square on the way to Arlington the car passes the Common and Soldiers' Monument, about which are grouped the historic cannon captured by Ethan Allen at Crow Point in 1775. The following winter they were brought across the country by General Henry Knox on two great sleds, drawn by eight yoke of oxen. The old burying ground, which was once called "God's Acre," lies between the two old churches, the First Parish Church and Christ Church, which is passed on the left. It contains the graves of colonial grandees of the town, early ministers, college presidents and first settlers. Many costly tombs are unmarked, and the names of the tenants are

forgotten. The lead in which the tablets on the tombs were embedded was cut out at the time of the Revolution to use in making bullets.

The First Parish Meeting-House is the successor of the first meeting-house of the town, which stood in the college yard opposite, near Dane Hall. The first Provincial Congress assembled here, and here, too, the public commencements of the college were held for more than seventy years. It changed from the Orthodox to the Unitarian belief in 1829. The first Protestant Episcopal church of the town was Christ Church, built in 1761. It was designed by the architect Peter Harrison, who planned King's Chapel in Boston. It is said to be a model of an old Italian church. During the Revolution it was used for barracks, and the organ pipes were melted into bullets. A special service was held here on the last Sunday of 1775, which was attended by Washington and his wife and by members of his staff.

The ride along Massachusetts Avenue and through North Cambridge is a very pleasant one. Beyond Porter's Station stone tablets are placed by the roadside to mark points of interest connected with the first fight of the Revolution. The first of the Arlington series is seen just after the car crosses the steam railroad tracks. It is on the right side of the road, near the outer edge of the sidewalk, in front of a modern house, and marks the site of the Black Horse Tavern, where the Committee of Safety met in 1775. Looking to the left at this point a view is had of Spy Pond and the chain of hills beyond. The ride becomes more and more interesting as Arlington Centre is reached. The Soldiers' Monument, at the junction of the avenue and Broadway, and the old Cooper's Tavern, which is the Arlington House of to-day, are places of special interest. Here one changes cars for the return trip to Boston via West Medford and Sullivan Square. The route is through a thrifty market gardening section, where two and sometimes three crops of vegetables are raised each year. Tufts College buildings are seen on the right. The most notable of these is the Goddard Chapel, a famous bit of



architecture with a hundred foot campanile, which is considered by experts to be the finest example of the kind in the country. Just beyond the college buildings on the right is the old Powder House, in the centre of a delightful park, affording a beautiful view of Medford, Malden, Everett and the hills of Saugus across the Mystic River. The car runs over Winter Hill and through a grassy reservation to the Sullivan Square terminal of the Elevated, where the trip to Boston is made by the Elevated.

**THROUGH CAMBRIDGE, WAVERLEY AND MOUNT
AUBURN, TAKING IN THE COLLEGE BUILDINGS,
WASHINGTON ELM, FRESH POND, WAVERLEY
OAKS AND MOUNT AUBURN CEMETERY, WITH
MANY HISTORICAL HOUSES AND THROUGH DE-
LIGHTFULLY SHADED STREETS.**

Following the route described on page 10 as far as Harvard Square, the car turns into Garden Street, leaving the First Parish Church, Christ Church and the old burying ground on the left. Passing the Washington Elm, at the foot of which is a tablet with Longfellow's familiar inscription, "Under this tree Washington first took command of the American army, July 8, 1775." This old monarch has lost much of its former vigor, and in a few years more only the stump will remain.

In visiting Cambridge no one should fail to see the Botanic Gardens and old "Tory Row," which is a short distance beyond the elm. Around here lived in the colonial times the "select social set" of the town. Garden Street and Concord Avenue are strewn with the homes of many of the wealthy families of Cambridge, set back on broad shady lawns. The next point of interest is Fresh Pond and Park, with its three miles of driveway around the shore and many paths through the hillside groves. At Mount Auburn station a transfer may be obtained for Waverley. The ride is a delightful one through shaded streets with comfortable houses. It is only a short ride to the Waverley Oaks, which are included in what is known

as the Beaver Brook Reservation. It is only a small territory, but it contains much natural beauty—the Oaks, the Waterfall and the Pond.

The Oaks are of paramount interest and importance. There are twenty-six of them in all, and their age is estimated by conservative authorities to range from four hundred to nine hundred years. Beside the great oaks there are many other trees in the reservation which are well worth seeing. The triple attraction of woods and fields and water makes this one of the most popular places of resort on the Boston Elevated system.

Returning to Mount Auburn station, a transfer may be obtained for Harvard Square, but before taking the car it would be well worth while to visit the "Amphitheatre," which the late Professor Horsford identified as the assembly place of the Norsemen nine centuries ago. This is a spacious natural amphitheatre with grass-grown seats or terraces. There are six of these, which narrow as they approach the plain below. Clumps of fine willows are growing on the plain, and the green banks are covered by blossoming golden rod in late summer. Leaving the transfer point on the car for Harvard Square, one is taken along the front of Mount Auburn Cemetery, one of the most beautiful cemeteries in the world, which includes over thirty miles of drives along avenues and shaded lawns. At least half a day would be necessary to visit the most famous graves, costly monuments and beautiful sculptures.

Leaving the cemetery the car runs past "Elmwood," the old home of James Russell Lowell, which is a favorite spot for the visits of literary people.

The house is on the left, and is a fine old specimen of architecture. After passing the Cambridge City Hospital on the right, Longfellow Park is reached, opposite the Longfellow House, which is on the left. The land opposite the poet's home was purchased in order that his view of the river and the hills of Brighton might not be shut out. It is only a short run from this literary shrine to Harvard Square, and as the car goes on, on the left one may have delightful views of the river and the Harvard

boathouses and the new Harvard Stadium on Soldiers' Field, where the football games are held.

At Harvard Square another transfer may be obtained for the return trip to Boston via Broadway, thus affording one an opportunity to view the college buildings from a different point. The route takes one past the Public Library and Manual Training School, both being "Rindge gifts" to the city, on the condition that they should bear certain inscriptions provided by him. One is now taken through the manufacturing district known as "the Port," and over West Boston Bridge to the terminus of the line at Scollay Square.

BOSTON TO EVERETT, MALDEN, MEDFORD AND RETURN

Taking the Elevated train in the Subway one soon emerges into the open at the North Union Station and thence over the Charles River from which a fine view is had. As the train speeds through Charlestown, Bunker Hill Monument is plainly seen off to the right on the hill. At the Sullivan Square terminal a surface car is taken which crosses over the Mystic River, from which a broad view is had of the neighboring towns. Off to the right is the immense plant of the New England Gas and Coke Company. Just as the car crosses over the bridge one passes on the left the old Charlestown Almshouse enclosed in a high fence, then comes on the same side the extensive plant of the Cochrane Chemical Works, covering many acres. Crossing the railroad tracks at Everett the car runs up Main Street past the old Pierce farmhouse on the right. On the opposite side was the farm then extending down to the river, but now converted into streets and buildings. The magnificent residence of Hon. E. S. Converse, the famous philanthropist, is passed on the left, while on the right, directly opposite, is the residence of his son, Col. H. E. Converse. Passing over Green Hill one soon approaches the historical Bell Rock on the left, the original landing place of the first settlers of Malden as they came

up the Mystic. The rock is of a solid ledge formation, on the top of which stood the first church from which a bell was rung, hence the name of "Bell Rock." Across the railroad bridge the car enters Malden Square, at the right-hand side of which may be seen the First Baptist Church and the Public Library, both gifts of Mr. Converse. Near the Library is the handsome residence of A. H. Davenport.

Leaving the square on the way to Medford one is taken through Pleasant Street, passing on the left the beautiful National Bank Building and the Masonic Hall on the right, nearly opposite. A little farther on, on the left, is the Brown Building, which is in itself a credit to the city. Then comes the Malden Auditorium on the right, also a gift of Mr. Converse.

Crossing the tracks of the railroad and going through a residential district one soon passes an old cemetery which has been in use since about 1650. Opposite the cemetery is the home of the Historical Society, once the residence of Lydia Maria Child. Then comes Medford Square, where a change is made for the return trip to Boston.

Leaving the square the car crosses over the famous Craddock Bridge built by Governor Craddock, and in less than five minutes the car passes on the right the Medford Inn, once a noted tavern on the line of the Boston and Lowell coach. Through a beautifully shaded street the car continues, passing on the right the Royall House, famed as the palatial mansion of Governor Royall in the old colonial days. To the rear of the house may be seen the old brick barracks which sheltered the slaves who worked on this extensive estate. Off to the right a fine view is had of the buildings of Tufts College on the hill. Passing Combination Park on the left and surmounting Winter Hill, an extensive view is had of the surrounding country and towns. Going through a fine residential section along the wide thoroughfare, with its grassy reservation through which the car runs, passing a beautiful park surrounding a delightful pond, the car brings one back to the Sullivan Square terminal of the Elevated, where the train is taken for Boston.

**THROUGH BEAUTIFUL BROOKLINE TO CHESTNUT
HILL RESERVOIR**

A delightful ride which offers a view of some of the finest residences near Boston is that to Chestnut Hill Reservoir. This place, a part of Boston's water supply system, may be reached by taking a Subway car, either by way of Huntington Avenue and Brookline Village or by way of Beacon Street and Coolidge's Corner. The brown Reservoir car passes through the Back Bay region and Massachusetts Avenue, turns southwest on Beacon Street, passing the elegant Charlesgate Hotel and affording a glimpse of the Fenway. Not many years ago Beacon Street was an old-fashioned country road, but few traces of its former condition are now visible. All the way to the Reservoir handsome residences vie with splendid apartment houses of the most modern style. Brookline is a very desirable residence region and has been jocosely called Boston's front yard. A Brookline minister once asserted that his parishioners were too well pleased with their present earthly surroundings to be attracted by the prospect of heavenly joys. Their attitude will be more easily understood after visiting this charming suburb.

At the Reservoir station the car turns to the right and runs to its terminus at the Newton line, a fine view of the city of Boston and town of Brookline being had from the summit of a hill which is surmounted before coming to the end of the line. At the left there is a beautiful view of the sparkling Reservoir, surrounded by lawns and shrubbery, and across the water may be seen the pumping station.

Chestnut Hill Reservoir is five miles from Boston, just outside the Brookline limits. It has one hundred and twenty-five acres of water surface and holds about seven hundred and thirty millions of gallons. The picturesque designed pumping stations are open to visitors. Chestnut Hill has many fine residences and handsome estates.

From the Newton line, by taking a Commonwealth

Avenue car, another attractive ride is afforded for the return journey. The car turns off to the left and runs through a delightful combination of city and country until it reaches the Brighton junction, off to the left being the links of the Kenilworth Golf Club. At Pleasant Street, on the left, may be seen the links of the Allston Golf Club, and one of the most picturesque county clubhouses in the country is visible across a little pond. The car comes back into Beacon Street again after passing Cottage Farm station, and the route is the familiar one through Beacon Street, Massachusetts Avenue and Boylston Street back to the Subway.

MARINE PARK

One of the most popular parks in Boston is Marine Park, which is reached by taking a City Point car or any South Boston car and transferring at Dorchester Avenue and Broadway. The car runs over Fort Point Channel to South Boston and, after leaving the transfer station, passes near Thomas Park, which occupies a portion of historic Dorchester Heights. It was from here that Washington's batteries compelled the British to evacuate Boston harbor. The site is indicated by a granite monument erected by the Commonwealth. The Perkins Institute for the Blind, also on Dorchester Heights, is a conspicuous landmark. It was named for Colonel T. H. Perkins, its principal benefactor. It has an income of about \$45,000 a year, which is derived partly from funds and partly from a state appropriation.

Marine Park is at the eastern extremity of the peninsula. It contains a bronze statue of Admiral Farragut, by Kittson. It is connected with Castle Island by a long bridge. Fort Independence is on the island and is the property of the United States government. A fine view may be had of the harbor from here.

The Head House, erected by the city of Boston, is a pavilion at Marine Park, from which a long board walk runs out into the bay. Delightful bathing will be found on

the beach near here, and the headquarters of the yacht clubs are also located near the Park. One may take a car from here for a visit to Franklin Park by changing at Dorchester Avenue, the car going out through the new boulevard to Mattapan via Columbia Road and Blue Hill Avenue and affording views of the residential section of South Boston and Dorchester.

JAMAICA PLAIN, FOREST HILLS AND WEST ROXBURY

The West Roxbury district includes within its limits Jamaica Plain, Forest Hills and Mount Hope. Parts of West Roxbury are still very rural and afford walks and drives with all the beauty and charm of remote New England villages, although within the limits of Boston.

Take a car at the Subway marked Jamaica Plain via Roxbury Crossing. This goes along a part of Huntington Avenue, then past Jamaica Pond, which is encircled by a fine boulevard, to the Arnold Arboretum at Forest Hills. Forest Hills Cemetery adjoins Franklin Park on the left, and equals Mount Auburn in its natural beauty, which has been greatly increased by the skill of landscape gardeners. The entrance is through a beautiful stone gateway of Gothic design. There is an especially fine piece of sculpture here on the Millmore monument. It represents the angel of death arresting the hand of the sculptor in the midst of his work. This has been widely copied. Other cars for West Roxbury may be taken at Dudley Street terminal of the Elevated.

Near the Forest Hills station, off to the right, beyond the stone viaduct, is the stone building of the Agricultural Department of Harvard College, which is near the eastern entrance of the Arnold Arboretum. The Arboretum contains about two hundred and twenty acres and occupies the land bequeathed to Harvard College by Benjamin Bussey. The grounds are very beautiful and contain prob-

ably the finest collection of trees, plants and shrubs that can be found within the same space in the world. Mount Bellevue is at Roslindale, which is just beyond Forest Hills. This is three hundred and forty-seven feet above tide water and the highest point within the city limit. From the water tower on the summit a view may be had which is unsurpassed for beauty and variety.

FRANKLIN PARK

No visitor to Boston should fail to make the trolley trip to Franklin Park, which may be reached by several routes. The Franklin Park car in the Subway or any elevated or surface Dudley Street station car (at which point a transfer is made to a Park car) will give a pleasant ride to the tourist. If a Grove Hall via Warren Street car is taken on Washington Street outward, it will pass on the left the Cathedral of the Holy Cross, and at Eustis Street the burying ground where Governor Dudley and other colonial worthies are buried. Leaving the Dudley Street transfer station the ride is up Warren Street, past fine residences and the Roxbury High School on the left, and at Elm Hill a fine Unitarian Church is passed on the right. At Grove Hall is another free transfer station, where a car may be taken for Franklin Park. The Park car passes the Consumptives' Home on the left and reaches the Park entrance at Columbia Road. Here carriages may be taken for a drive around the Park, passing the Refectory on the left, the public golf links, the Valley Gates, around the Playstead, past the Overlook Building, then near Schoolmaster Hill, where Ralph Waldo Emerson once taught, and then down through the beautiful Wilderness and Elliott Dale with its tennis courts, and emerging at the Arborway, where another line of cars may be taken back to the city. The carriages continue, however, past a chain of lakes and by the other side of the golf course and Abbottsford to the starting point.

For the return journey a Seaver Street car may be taken, which skirts the side of the Park for a long distance,

giving many charming views of the hills and dales in this great Park, established with a portion of a bequest made by Benjamin Franklin. The Park has an area of 518 acres, and presents a succession of delightful landscapes, hills, dales, ponds, ledges and woods alternating. The Seaver Street car goes over past the edge of the Park to Columbus Avenue extension, and goes down that thoroughfare into the city again, or another car may be taken which runs a part of the distance along the Park and then turns into Humboldt Avenue, giving views of the fine residences in Roxbury before coming to Dudley Street transfer station again.

**If your young man brings you
Quality Chocolates
it is safe to accept him.**

BOSTON to NEW BEDFORD and ONSET BAY

*Via Quincy, Brockton and Middleboro
Trunk Line*

From BOSTON

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
*Neponset	5½	5c.	.43	
Atlantic	6	10c.	.53	
Wollaston	7	10c.	.58	
Quincy	8½	10c.	1.03	30
Braintree	10½	15c.	1.23	30
So. Braintree	12½	15c.	1.33	
Holbrook	15½	20c.	1.53	
Brookville	17½	25c.	2.03	
Montello	19½	25c.	2.13	
§Brockton	21½	25c.	2.28	31
Campello	23½	25c.	2.43	
W. Bridgewater	26½	30c.	2.58	
Bridgewater	28½	35c.	3.13	
†Middleboro	39	40c.	3.58	33
†Lakeville	42½	45c.	4.13	
Freetown	48½	50c.	4.43	
‡New Bedford	57	60c.	5.43	33

* Change for Squantum, 4 miles, 5 cents :22 minutes. Change cars for Plymouth

† Change for E. Taunton and Taunton, see page 33.

‡ For schedule to Marion, Wareham and Onset Bay, Providence to Buzzards Bay, see page 29.

§ Change cars for Plymouth.

Through Cars

Neponset to Brockton. Brockton to New Bedford.

BOSTON to NEWPORT, R. I.
Via Randolph, Brockton, Taunton and Fall River
Trunk Line

From BOSTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Milton Lower Mills	6	5c.	.50
Randolph	14½	15c.	1.35
Avon	16½	20c.	1.45
*Brockton	21	25c.	2.05
South Easton	26½	35c.	2.25
North Raynham	32½	40c.	2.50
Prattsville	34½	40c.	2.55
Taunton	36½	45c.	3.10
North Dighton	40½	50c.	3.40
Berkeley	42½	55c.	3.50
Dighton	44½	55c.	4.00
Dighton Rock Park	45½	60c.	4.03
Somerset	47½	60c.	4.15
Pottersville	48½	60c.	4.23
Slade's Ferry	52	65c.	4.43
Fall River	53	70c.	4.53
Tiverton, R. I.	60	80c.	5.30
Portsmouth, R. I.	67½	85c.	6.03
Middletown, R. I.	70½	90c.	6.15
Newport, R. I.	73	95c.	6.23

* Change cars for Plymouth.

Through Cars

Milton Lower Mills to Brockton. Brockton to Taunton
 to Fall River. Fall River to Newport.

BOSTON to BROCKTON

*Via Neponset, Quincy, Hingham and Rockland
Trunk Line*

From BOSTON

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Quincy	8½	10c.	1.03	30
Quincy Point	9½	10c.	1.13	
*North Weymouth	11½	15c.	1.23	
Hingham	14½	15c.	1.43	33
South Hingham	16½	25c.	1.58	
North Hanover	19½	30c.	2.18	
Rockland	24½	30c.	2.33	
North Abington	26½	35c.	2.43	
Abington				
via North Abington	28½	35c.	2.53	
Whitman				
via North Abington	30½	35c.	3.03	
Abington	26½	35c.	2.43	
Brockton	30½	40c.	3.03	31

* Change for Fort Point, 1 mile, 5 cents, 10 minutes.

Through Cars

Neponset to Hingham. Hingham to Brockton. The car from Neponset runs through to Nantasket Beach via Hingham.

BOSTON to SHARON, STOUGHTON and BROCKTON

*Via the Blue Hill Reservation
Trunk Line*

From Dudley Street Terminal, Elevated, BOSTON

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
*Mattapan	4	5c.	.20	
†Blue Hill entrance	7½	10c.	.40	
Ponkapoag	9½	10c.	.60	
‡Canton	12½	15c.	1.10	
Sharon	16½	20c.	1.35	
Stoughton	16½	20c.	1.35	33
§Brockton	22½	30c.	2.05	31

* See page 7 where cars may be taken. Through cars from Dudley Street Terminal, elevated, to Stoughton.

† The following lines will be in operation some time during July: From Blue Hill entrance to Readville, 1¼ miles, fare 5 cents, running time 15 minutes; from Blue Hill entrance to Houghton's Pond, 2 miles, fare 5 cents, running time, 15 minutes.

‡ Change cars for Norwood, 4¼ miles, fare 10 cents, running time, 21 minutes.

§ Change cars for Plymouth.

BOSTON to PROVIDENCE and NARRAGANSETT PIER, R. I.

Trunk Line

From BOSTON

TO	Co. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
— Dedham	9½	10c.	1.10	
Norwood	14	15c.	1.40	34
*Walpole	18	20c.	2.00	
So. Walpole	21½	25c.	2.15	
Foxboro	24½	25c.	2.30	34
Mansfield	27½	30c.	2.45	34
†Norton	33½	40c.	3.10	
Attleboro	38½	50c.	3.35	34
‡Pawtucket	41½	60c.	4.15	36
Providence	45½	65c.	4.45	35-36
Norwood, R. I.	51½	75c.	5.25	
Apponaug, R. I.	55½	80c.	5.40	
E. Greenwich, R. I.	59½	85c.	6.00	
Wickford, R. I.	65½	1.05	6.25	
Hamilton, R. I.	67½	1.10	6.30	
Saunderstown, R. I.	71½	1.15	6.35	
Narragansett Pier, R. I.	77½	1.30	6.55	
Wakefield, R. I.	79½	1.30	7.05	
Peacedale, R. I.	80½	1.30	7.10	

* Walpole to East Walpole, 2¼ miles, 5 cents, 12 minutes.

† Norton to Taunton, 8¼ miles, 10 cents, 35 minutes.

‡ Cars may be taken for Lonsdale, Cumberland Hill and Woonsocket.

Through Cars

Dudley St. Elevated to Norwood. Norwood to Mansfield. Mansfield to Norton. Norton to Attleboro. Attleboro to Pawtucket. Pawtucket to Providence. Providence to E. Greenwich. E. Greenwich to Narragansett Pier.

BOSTON to WOONSOCKET, R. I.*Via Dedham, Medway and Franklin***Trunk Line****From BOSTON**

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Dedham	9½	10c.	1.10	
Westwood	14	15c.	1.40	
Medfield	18½	20c.	1.55	
Millis	22	25c.	2.10	
*Medway	25½	30c.	2.30	
Franklin	30½	35c.	2.55	34
Bellingham	35½	40c.	3.20	
† Woonsocket, R. I.	42½	50c.	3.55	

* Change for Milford, 7½ miles; fare, 10 cents; running time, 40 minutes.

† A line runs from here to Providence, via Cumberland Hill, Lonsdale and Pawtucket. See page 36.

Through Cars

Dudley Street Elevated to Dedham. Dedham to Franklin.
Franklin to Woonsocket.



BUTCHER'S BOSTON POLISH

Is the best finish made for FLOORS,
Interior Woodwork and Furniture.

Not brittle; will neither scratch nor deface like shellac or varnish.
Is not soft and sticky like beeswax. Perfectly transparent, preserv-
ing the natural color and beauty of the wood. Without doubt the most
economical and satisfactory Polish known for Hard Wood Floors.

For sale by dealers in Paints, Hardware and Housefurnishings.

Send for our FREE BOOKLET telling of the many advantages of
BUTCHER'S BOSTON POLISH

**THE BUTCHER POLISH CO., 356 Atlantic Av.,
Boston, Mass.**

OUR No. 3 REVIVER is a Superior Finish for
Kitchen and Piazza Floors.

PROVIDENCE to ONSET and BUZZARDS BAY

Via Fall River and New Bedford

Trunk Line

From PROVIDENCE

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
East Providence	1½	5c.	.17	
Seekonk	4½	10c.	.25	
Rehoboth	8	10c.	.35	
North Swansea	8½	15c.	.40	
Swansea Centre	12	15c.	.50	
Swansea Village	14½	20c.	.55	
Somerset	15½	20c.	1.05	
Fall River	18	25c.	1.20	32
Westport Factory } or Lincoln Park }	25½	35c.	1.55	
North Dartmouth	28	40c.	2.05	
*New Bedford	32	45c.	2.20	33
Fairhaven	37	45c.	2.50	
Mattapoisett	41½	50c.	3.05	
Marion	46½	50c.	3.25	
†Wareham	49½	55c.	3.35	
Onset Bay	53	60c.	3.50	
Buzzard's Bay	55	65c.	4.05	

* Free transfer to Fairhaven and all local points in New Bedford.

† Line runs from here to Middleboro. See page 33.

Through Cars.

Providence to Fall River. Fall River to New Bedford. New
Bedford to Onset Bay. Change to Buzzards Bay.

BRANCHES

From QUINCY

TO	No. of Miles	Rate of Fare	Running Time H. M.
Hough's Neck	5	5c.	.20
South Quincy	1	5c.	.10
West Quincy	2½	5c.	.20
East Milton	3½	5c.	.20
Milton Lower Mills		10c.	.59
Mattapan		10c.	.55
Randolph	14½	20c.	2.28
Avon	19½	25c.	2.43
Brockton via Avon	23½	30c.	2.58

From BRAINTREE

TO			
East Braintree	1	5c.	.10
Weymouth Landing	2	5c.	.15
South Weymouth	4½	5c.	.30
East Weymouth	5	5c.	.20
North Weymouth	7	10c.	.40
Hingham	5	10c.	.40
Rockland	9	10c.	.50
Abington	10	15c.	1.10
Whitman	14	20c.	1.35

(Continued on page 31.)

From BROCKTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Brockton Heights	2½	5c.	.15
Stoughton	6	10c.	.30
Canton	10½	13c.	.55
Norwood	15	23c.	1.18
Sharon	15	18c.	1.20
Abington	4½	5c.	.20
Rockland	6	10c.	.30
North Abington	8	10c.	.40
Nantasket	18½	30c.	1.40
Hingham	15½	25c.	1.20
Whitman	5½	5c.	.30
North Easton	4½	5c.	.30
East Bridgewater	7½	10c.	.30
Taunton via Bridgewater	18½	20c.	1.30
Furnace Village	8½	10c.	.45
Mansfield	15	20c.	1.15
North Hanson	8½	10c.	.43
South Hanson	10	15c.	1.00
*Bryantville or Mayflower Grove	12½	15c.	1.03
*Kingston	21	25c.	1.41
*Plymouth	25½	30c.	2.18
*Hotel Pilgrim	28½	30c.	2.33
Monomet	32½	40c.	2.53

* Through cars leaving Brockton and Hotel Pilgrim on the hour and half hour.

(Continued on page 32.)

From TAUNTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Anawan Rock or Rehoboth	0	15c.	.25
Westville	2½	5c.	.10
Rehoboth	6½	15c.	.30
*Seekonk	12	20c.	.45
*Providence	18	25c.	1.15
East Taunton	5½	5c.	.30
Middleboro	13½	15c.	1.00
Lakeville	9½	15c.	.45
Brittaniaville	3	5c.	.15
Whittenton	1½	5c.	.15
Prospect Hill or Scadding Pond	2½	5c.	.15
Weir Village	1½	5c.	.15
Sabbatia Park	2½	5c.	.15
North Rehoboth	6	5c.	.30
*Briggs Corner	9	10c.	.33
*Attleboro	13	15c.	.50
*Hebronville	13	15c.	.50
Pawtucket	17	20c.	1.15
Providence via Pawtucket	21	15c.	1.35
Norton	8½	10c.	.40
*Attleboro via Norton	14	20c.	1.05
*Mansfield	14	20c.	1.05

From FALL RIVER

TO	No. of Miles	Rate of Fare	Running Time H. M.
Swansea	4½	5c.	.25
North Swansea	9½	10c.	.25
*South Seekonk	11½	15c.	.45
*Seekonk	14½	20c.	.55
*Providence	18½	25c.	1.20
Border City Village	2	5c.	.20
Globe Village	2	5c.	.15
State Line	2½	5c.	.20
Notre Dame Cemetery	2½	5c.	.22
Stafford Railroad Station	1½	5c.	.15
Oak Grove Cemetery	1½	5c.	.15
Flint Village	2	5c.	.15
New Bedford	14	20c.	1.00

* Through cars.

(Continued on page 33)

From PROVIDENCE

TO	No. of Miles	Rate of Fare	Running Time H. M.
Valley Falls	6	10c.	† .45
Lonsdale	7½	10c.	† .55
Berkeley	10	15c.	† 1.10
Cumberland	13	15c.	† 1.20
Woonsocket	17½	20c.	† 1.50
Central Falls	6	10c.	† .40
Wanskuck	3½	5c.	.25
Geneva	4	5c.	.30
Woodville	4½	5c.	.34
Centralsdale	5	5c.	.30
Centredale via Manton	6	5c.	.48
Allendale	5	5c.	.40
Manton	5	5c.	.40
Hughesdale	5½	5c.	.43
Thornton	4½	5c.	.35
Knightsville	4½	5c.	.33
Oak Lawn	8	5c.	.45
Auburn	5½	5c.	.35
Edgewood	4½	5c.	.35
Lakewood	5½	10c.	.35
Howard	7	10c.	.40
Pontiac	8½	10c.	.45
Fiskville	15	*20c.	1.20
Anthony	15½	*20c.	† 1.30
Compton	18	*20c.	† 1.25
Greenwood	9	15c.	.50
Rocky Point	11½	15c.	.47
Oakland Beach	15	15c.	.50
Apponaug via Oakland Beach	16½	*20c.	† 1.10
Apponaug via Hills Grove	10	15c.	.55
Apponaug via Westcott	14	*20c.	† 1.10
Buttonwood Beach	13½	15c.	.53
E. Greenwich	14	20c.	1.15
Pomham	6	10c.	.33
Drownville	9	15c.	.45
Barrington	10	15c.	.50
Warren	12	15c.	.60
Bristol	17	20c.	1.26

*Transfers given, making fare 5 cents less.

† Providing good connections are made.

(Continued on page 36.)

From PROVIDENCE

TO	No. of Miles	Rate of Fare	Running Time H. M.
*Pocasset	6	10c.	.48
*No. Situate	10	15c.	1.08
*Ashland	13	15c.	1.28
*Foster Centre	21	30c.	2.00
*No. Foster	25	35c.	2.20
*Elmville	32	45c.	2.37
*Danielson	35	50c.	3.00

From PAWTUCKET

TO	No. of Miles	Rate of Fare	Running Time H. M.
Valley Falls	2	5c.	.15
Lonsdale	3 $\frac{1}{4}$	5c.	.25
Berkeley	6	10c.	.40
Cumberland Hill	9	10c.	.50
Woonsocket	13 $\frac{1}{4}$	15c.	1.20

*Through cars.

DOWN THE SOUTH SHORE

THROUGH QUINCY, THE WEYMOUTHS AND HINGHAM TO NANTASKET BEACH, QUEEN ANN'S CORNER, ROCKLAND AND ABINGTON. WITH THEIR MANY HISTORIC SIGHTS

Entirely different from the North Shore in character is the South Shore of Massachusetts Bay. Here are long beaches in place of rocky headlands, and although the country differs from anything else in eastern Massachusetts, there is no monotony. The route of the electric lines along the South Shore takes one to the Commonwealth's great seashore reservation and through many of the most interesting historic towns. The start is made by taking a Neponset car in Boston proper or at the Dudley Street terminal of the Elevated, and at the Neponset River a change is made for a through car for Nantasket Beach, running through Atlantic (where a branch line branches off to Squantum), and then past Norfolk Downs, the ancient Massachusetts Fields, and past the park to Wollaston Heights, once part of the grant to William Hutchinson, to



Butler House, Quincy

QUINCY, which is fully described in the trip from "Boston to Plymouth." It is an important street railway

centre, and many delightful rides may be made by side trips.

One line runs through West Quincy and the interesting granite district to East Milton and Mattapan, where connections may be made for Hyde Park and Dedham, or serve as a return trip back to Boston. Another line runs southerly to Weymouth Landing, there connecting with a line to South Weymouth and Rockland, while a third line runs to Brockton, described in the trip from "Boston to Plymouth." Another branch to Hough's Neck, a summer resort.

Continuing on the main line along the South Shore, the car leaving Quincy runs through Quincy Point, a famous shipbuilding place, and now the location of the works of the Fore River Ship and Engine Company, builders of government vessels, etc., and a very interesting place to visit. Crossing Weymouth Fore River, it reaches Downer Landing, a popular summer resort. Beyond here the car goes into



"Old Ship," Hingham

Weymouth, formerly called "Old Spain," which was the first settlement in the Commonwealth after Plymouth, and which still has its original boundaries unchanged. The place was founded by Weston, the buccaneer, in 1622.

From here a line runs southward, connecting at Weymouth with other lines.

Soon after leaving North Weymouth the car crosses Weymouth Back River, which is so called to distinguish it from "Fore River," which was crossed in Quincy, then through a beautiful wooded district belonging to Peter Bradley estate. This estate, located to the right on

a high elevation, contains many acres of beautifully shaded lawns.

Off to the left a line runs to Fort Point and the Bradley Fertilizer Works; also to Crow Point, one of the most beautiful of summer residential spots.

As the cars enter

HINGHAM the camp grounds of the First Corps of Cadets may be seen on the left, and also the home of the Hon. John D. Long. Before arriving at the Hingham station the Lincoln House, which was once the home of General Benjamin Lincoln, of the Revolutionary army, is passed. The house contains many interesting and valuable historical documents. Hingham is one of the quaintest of the South Shore villages. A short distance out of the town the car ascends a hill from which there is a charming and unobstructed view of Hingham Harbor and the surrounding country. From here the car runs along for some distance through the Old Colony Woods, which are unexcelled anywhere for sylvan scenery. The car comes out of the woods to enter

NANTASKET, which has one of the finest sand beaches in the country.

Here the state has taken a large area of the magnificent beach, and in a few years, under the development of the Metropolitan Park Commission, it will become the finest beach in Amer-



Nantasket Beach

ica. There are several good hotels along the shore. An electric line runs up the long neck of land, with water on both sides, to Nantasket Point, a new resort that meets with popular favor. At Nantasket carriages may be obtained for a drive along the famed Jerusalem Road, where

many wealthy Bostonians have their summer homes. The drive extends along the shore for nearly three miles, with splendid views of the ocean. Returning to Hingham over the same route, one may take the branch line to

East Weymouth, Weymouth Centre, Weymouth Landing, Braintree, South Weymouth, Rockland and Abington and other points beyond. The Weymouths are full of old, historic houses, and the electric cars run through a succession of fine residences, and the locality is well known to sportsmen for duck shooting.



Hartauff Park, Rockland

Southward from Hingham, on the main line, the ride is a delightful one to

HINGHAM CENTRE, over one of the most beautiful roads in the world, nearly two hundred feet wide, and lined on either side by double rows of elms. The car passes a meeting-house erected in 1681, said to be the oldest house of worship in the country, and which is still used. Leaving this beautiful thoroughfare, and running through Hingham Centre, the car passes through a rural district to South Hingham, and then runs on to the old turnpike at

QUEEN ANN'S CORNER, near which lived three maiden sisters, who remained loyal to the British cause through the Revolution and the War of 1812, and fifty years after the



RECORD POND



POND AT HINGHAM



Old Tree Queen Ann's Corner



WEYMOUTH
LANDING

signing of the Declaration of Independence claimed King George IV as their king. From this point the car continues to North Hanover, settled in 1688.

From here a line runs off to the left to Assinippi, a village in the town of Hanover.

Continuing southward to

ROCKLAND, formerly East Abington, settled in 1660, the car goes through shaded streets, which branch from Lane's Corner.

From here cars may be taken for Nantasket Beach,



Island Grove and Pond, Abington

via South Weymouth and East Weymouth and Hingham, also to Braintree, Weymouth Landing and Quincy.

Leaving Rockland the car, crossing the steam railroad tracks, runs through groves and fields into

WHITMAN, a busy shoe manufacturing place, from which lines run to Brockton and the Bridgewater, connecting at the latter place for New Bedford, Taunton, Providence and Buzzards Bay. Connections may also be made with the line running through to historic Plymouth, described elsewhere. Another line runs through Abington. The original planks on the old frigate "Constitution" were cut in this place. Here the first bell was cast in the colony by Col. Aaron Hobart, who taught Paul Revere the art.

THROUGH THE OLD COLONY TOWNS

FROM BOSTON THROUGH BROCKTON, BRIDGEWATER, MIDDLEBORO AND THE LAKE REGION TO NEW BEDFORD, MARION, ONSET BAY, BUZZARDS BAY AND MONUMENT BEACH.

From whatever part of the country the tourist may come he will not wish to return home without having taken a trip through the section indicated above. It is full of historical places, delightful summer resorts, beautiful scen-



Adams Academy, Quincy

ery and the homes of such popular men as Richard Harding Davis, Joseph Jefferson and Grover Cleveland.

Instead of the dusty railway journey one may make the pleasant trip all the way from Boston by the "broomstick train." Taking a Neponset car at the Elevated station at Dudley Street (see "Where to Get a Car"), the set-

ting of nearly three centuries of the country's history lies before the traveller. The ride is out through Dorchester to the Neponset River, where a change is made to a car for Brockton. Passing the grass-banked river, the salt marshes and the Wollaston Golf Club on the hill to the right, the car comes to Atlantic, where a branch line runs off to Squantum. This popular summer resort is the place where Myles Standish landed in 1621. This was the assembling place for the Indian powwows, and it was here that

the Pilgrims' feast was celebrated for many years in memory of the landing of the Pilgrims at Plymouth. The long peninsula is to-day used as a picnic ground.



First Unitarian Church, Quincy

Norfolk Downs is next along the line. Adams Academy, a popular school, was founded here in 1823 by President Adams, but it was not open to pupils until 1872. John Hancock was born in the house which once stood on the site of this building.

A short run brings one to the square of the historic and interesting little city of Quincy. To Quincy belongs the honor of having furnished two Presidents of the United States. Across the square is the First Unitarian Church, built in 1828 to replace the old church which stood there from 1732. In the crypt are the remains of President John Adams and John Quincy Adams and their wives.

From the square cars may be taken for East Milton and thence to Boston, to Nantasket Beach, Hough's Neck and other places.

Continuing along the main line, the car turns the cor-

ner on which are the houses of John Adams and John Quincy Adams — these houses are owned and maintained by the Daughters of the American Revolution, and many interesting relics are upon exhibition — and goes through open country, broken by occasional glimpses of the great quarries of West Quincy on the hillside to the right, to Braintree. This town was settled in 1640 on a tract of land owned by John Hull, master of the mint. There is a story concerning him to the effect that he gave to Judge Sewall as his daughter's dowry her weight in the pine tree shillings which were the money of the colonists.

In Braintree is the famous Trilobite Quarry, well known to geologists. Here cars may be taken for Weymouth, formerly called "Old Spain," and the first settlement in the Commonwealth after Plymouth.



Birthplace of John Adams and John Quincy Adams

The place was founded by Weston, the buccaneer, in 1622, and its original boundaries are still unchanged. From Weymouth a branch line runs to Hingham, which is well worth visiting. Another line runs through South Weymouth to Rockland, traversing a section well known to sportsmen for duck shooting.

Keeping to the main line, the tourist soon comes to South Braintree, where a branch line may be taken to Randolph, Highland Park and Brockton. The main line from South Braintree lies through a charming, fertile country to Holbrook. The town was named in honor of Elisha N. Holbrook, who gave the Town Hall and Public Library. From the hills of Brookville, just beyond, a fine view of the surrounding country may be had.

Montello is the next point of interest. This is the residential section of Brockton. A fifteen minutes' ride brings one past Brockton Common into the centre of the Shoe City, famous as the home of the Douglas shoe. Brockton is a street railway centre of no small degree. From here cars may be taken for Nantasket Beach, Taunton via Bridgewater and Taunton via Easton, or Milton Lower Mills and Boston, and to Plymouth. There are many shorter lines running to Stoughton, North Easton,



House Rock, Weymouth
Largest Boulder in Eastern Massachusetts

Whitman, Rockland, Abington and East Bridgewater. These lines are described elsewhere.

For lunch stop at the Hotel Belmont.

From Brockton a line runs to New Bedford through the most picturesque part of the Commonwealth. This is known as the Lake Region or as King Philip's Country. The ride to the old whaling city takes one through Campello, noted for its market gardens, which produce great quantities of fine vegetables yearly. The road lies through an open farming country to West Bridgewater. This was the first interior settlement of the Plymouth Colony. A

good view of the standpipe is had on the left, and the State Farm may be clearly seen in the foreground. The town of Bridgewater has many shaded streets and fine public buildings.

The Bridgewater Inn is charmingly located to the left of the square, and the excellent meals served at a very low rate have made it a popular place for tourists.

The old burying grounds with the quaint inscriptions on the tombstones never fail to interest the visitor. From here connections may be made with cars running through to Taunton, passing through the old



Lakeville

farming village known as Scotland, and thence past Nippenicket Lake, surrounded by cedar forests and cranberry meadows. King Philip and his warriors, attracted by the game in this section, had a camp on the border of the lake. There are now two fine parks here which have recently become popular as summer resorts.

Leaving the beautiful square of Bridgewater and passing through a street as beautiful and as well shaded by giant elms as that of old Deerfield, the car enters the open country again, passes the old cemetery, crosses the Taunton River, and reaches the little village of Titicut in North Middleboro. This is well known as a resort for

sportsmen, who find plenty of game in the woods and fish in the near-by streams.

The next village is Middleboro, one of the oldest in the Commonwealth. It was a part of the Indians' domain, and was known as Mamasket. The first rolling mill in the country was built in this town by Peter Oliver, one of the crown judges of the province. At Four Corners, the centre of the town, cars may be taken for East Taunton and Taunton, or through Tremont and Rochester to Wareham, Onset and Buzzards Bay. To the east of Middleboro lies the great Plymouth Woods, where the Massakeesets hunted the moose, the deer and bear, or fished for trout in the streams.

The car runs through South Main Street, which is bordered by handsome shade trees, into Lakeville. Near the lakes is a grove of pines which was at one time the camping and training ground of General (Fighting) Joe Hooker, and later the muster field of the Massachusetts State Militia. Assawompsett Pond is the largest body of fresh water in the state. It was in this lake that Susamon, the educated Indian, who acted as an interpreter to King Philip, was drowned. It was feared that after leaving his tribe he might expose their plans to the whites. Many of the Indians were hanged for his murder, and thus hastened the terrible battle which soon followed on the banks of the little stream which the car crosses. Many summer cottages and fine residences are built around these ponds.

Passing the car house of the company and over a private right of way, where a park has been established by the management of the road on the shore of Long Pond, or Ninnepocket as called by the Indians, one comes to Great Quittacus Pond. From here the road is through fine country scenery to Acushnet, the car soon passing one of New Bedford's most popular summer resorts, Brooklawn Park, then into the open country, under the shade of fine old elms, past comfortable houses, and the Common, a beautifully shaded square, to the junction of Union and Purchase streets, the general transferring point, where cars may be taken to all points. (For description of line from New Bedford to Onset Bay see Providence to Onset Bay.)

BOSTON TO NEWPORT

THROUGH THE BLUE HILL RESERVATION, RANDOLPH, BROCKTON AND TAUNTON, AND ALONG THE BEAUTIFUL TAUNTON RIVER TO FALL RIVER AND NEWPORT

At some time every one interested in trolley trips thinks of taking the one from Boston to Newport. Of late years this has been made easy by the shortening up of the route which runs through one of the finest natural parks in the world, and through a region of special historic interest. It is not generally known that the first part of this route is through a park, which gives it the charm of the unusual. It then crosses one of the finest sections of Eastern Massachusetts and enters Rhode Island. The entire trip may be taken in a day.



View in the Blue Hill Reservation

Leaving Boston at the Dudley Street station of the Elevated Railway on an Ashmont and Milton car, or on a car marked Milton via Roslindale, the traveller is soon at Milton Lower Falls, where the great Baker Chocolate Works are located. A change is made here for the through Brockton car, which crosses the beautiful Neponset River, and ascends an incline. From the top a delightful view is had of the river. The car runs on into Milton, where a

branch line runs off to East Milton, and to Quincy through the granite section. Here the car turns to the right, and before touching the great Blue Hill Reservation passes the large farm and buildings of Colonel Russell, situated on the corner of a road which leads off to Houghton's Pond. The Reservation, with all its great natural beauty, is now reached. Here one may wander all day in the open, or roam at will through the woods. The car runs on through the Chickatawbut and Hancock Hills. The great Blue Hill, surmounted by its weather observatory, looms up on the right.



It is only a short run until the car reaches Randolph, where a branch line leads off to South Braintree and Quincy, and thence back to Boston; another line runs to Stoughton. Randolph is an attractive little town, once the home of Mary E. Wilkins, one of our cleverest American writers. The car continues on to the little settlement

of Avon, passing the pumping station and an old ruined windmill before reaching Highland Park. This is maintained by the street railway company, and is of the best of its kind in the country.



Taunton River

It has an area of twenty-four acres, ornamented by walks, drives, flower beds, shrubbery

and groves. There is a rustic theatre here in which afternoon and evening performances are given daily. The grove is especially adapted to picnic parties, and the zoölogical garden is both entertaining and instructive to the children. Leaving the park, the car passes through a section of Montello, where many fine estates of the business men of Brockton are located.

As the car enters Brockton it passes a fine new building on the left. This is the Old Ladies' Home. A little farther on in a small square is a handsome drinking fountain, the gift of George G. Snow. This fountain furnishes a continuous supply of ice water during the summer months.

From the centre of the city through cars may be taken for many points—Nantasket Beach, North Easton, Norton, Mansfield and other sections. (See map.) Another line runs to Brockton Heights and Stoughton, there connecting with



Taunton River, near Dighton

lines for Canton and the east side of the Blue Hill Reservation. (See map.) Another line (see page 46) runs through to New Bedford, and still another to Plymouth.

Practically all cars radiating in all directions from the city pass the door of the Hotel Belmont, which has become as popular with the trolley tourists as it has always been with the cyclists. Its furnishings and cuisine appeal to the hungry traveller.

From Brockton the Newport excursionist takes the short line to Taunton, following the old Boston and Taunton turnpike through South Easton by cedar swamps, groves and picnic grounds, and through a portion of North Raynham to Taunton, or via the Bridgewater and Rayn-

ham, described elsewhere. Either route is delightful, and every moment is enjoyable. The terminus of both lines is at the "green" in Taunton, where the first flag, bearing the device "Union and Liberty," was unfurled. Taunton has a great variety of industries. Here are cotton mills, foundry and machine shops, boiler works, silver works, brick kilns, tack, nail and screw factories, also the herring ways. There are several branch lines running out of Taunton. These are described under the heading of "Branches out of Taunton."

The ride from Taunton to Fall River is a delightful



View from Old Stone Bridge, Taunton

one, following the course of the beautiful Taunton River and through the charming old towns of Dighton and Somerset.

Dighton was at one time very important as the centre of the shipping industry. It was the port of entry for Fall River until 1834. The disused wharves along the water side may be seen from the car. The place is noted for its great strawberry farms, which lie along the track of the street railway company. About midway between Taunton and Fall River is Dighton Rock Park. There is

an interesting old Indian legend connected with Dighton Rock.

Leaving the park, the car runs through a long avenue of elms to Somerset. The town was once prominent in shipping annals, but its chief interest now is the number of fine old houses to be found here. Some of the most interesting of these are the Jonathan Buffington place, built in 1698; the Perry house, 1728; the Palmer house, 1753; and the Bragg homestead, 1780.

Passing along the river and crossing Slade's Ferry, the car enters Fall River.

This is one of the great cotton manufacturing centres of the world, and many of the mills may be seen from the car. It contains many fine buildings. Some of the finest of these are the railroad station, the Armory, Courthouse, the Y.M.C.A. Building, the Public Library, Durfee High School and the City Hall.

From Fall River a branch line runs to New Bedford through Lincoln Park, Westport Factory and North Dartmouth. Another line runs to Providence through Swansea and across the state line into Rhode Island. This trip offers great variety of scenery, — rivers, ocean inlets, headlands, the islands of upper Narragansett Bay, the town of Bristol and the coast line. The old burying ground in Swansea is a favorite haunt of the antiquarian.

Leaving Fall River for Newport, a view may be had from the heights of an arm of Narragansett Bay and the opposite shore. The ride is a very pleasant one, passing



The Old Rhode Island Windmill

through Tiverton and crossing the old stone bridge, which is the only way of reaching Rhode Island except by water. The route lies through Portsmouth Village and Middletown.

Newport is the climax of pleasure for the tourist. It is the most famous summer resort in the country and one of the most famous in the world. There are said to be more splendid residences along Cliff Walk than for the same distance in any other place in the world. The Naval War College is located here, the Torpedo Station, Fort Stuart and many places of historic interest, such as the Governor Bull House, the oldest in Rhode Island, and Trinity Church, built in 1693.



Old Stone Mill, Newport, R. I.

THE RESERVATION ROUTE

THE TROLLEY ROUTE FROM BOSTON TO SHARON AND CONNECTING POINTS, PAST THE STATE RESERVATION AND UNDER THE SHADOW OF THE GREAT BLUE HILLS

Almost at the door of Boston, easily accessible by trolley, lies one of the greatest recreation grounds in the world, in scenery far superior to the parks of Paris and in its refreshing value surpassing London's famous Epping Forest. Just over the Neponset valley from the city lie the Blue Hills of Milton, the "mountains" of the metropolitan district. The trolley tourist from Boston to Sharon, famed far and wide for its healthfulness, passes along this great reservation, owned by the Commonwealth, and by a diverting side trip is able to reach its most beautiful parts. Taking a Mattapan or Blue Hill car at the Dudley Street terminal of the Elevated and riding out through "Unquity-quisset," as the Indians called this part of Dorchester, the terminus of the Boston line is at Mattapan, beautifully situated on the Neponset River, but the car runs through to Canton and Stoughton. Soon after leaving Mattapan the cars pass the residence of Arthur Merritt, owner of the famous Savinhurst Kennels, where a fine view is had of the Blue Hill range. Running between giant elms, one comes to the beautiful residence of Park Commissioner E. P. Whitney, with a fertile valley off to the left. From here the car speedily descends the hill, only to ascend another, from which a wider view is had to the right of the elegant residences of Brush Hill Road and other parts of Milton. On a street bordered by elms of giant proportions the car passes near the fine residence of W. E. C. Eustis and runs into another valley, where a glance to the right reveals Readville and buildings and track of the Trotting Association. Passing the Rotch estate on the left, with its ornamental pagoda, near which the line leads off to the



Charles
River
at
Mottopan
Bridge

Walcott
Pines



Bluehill
Observatory



right to Readville, the car leaves the fine residences, with their windmills scattered among the trees, and goes through another shaded section to Canton Avenue, the westerly entrance to the Blue Hill reservation, containing 4,857 acres and stretching away for miles on the left. At the base of the Great Blue Hill it is worth while to pause in the journey and make the climb to this peak, which commands such a magnificent view. The Great Blue Hill is 635 feet above sea level, and the road to the summit passes the Casino buildings and then leads off through a beautiful grove known as the Wolcott Pines, winding to the right up the hill through a growth of oaks and birches to come out upon the summit. Here is the Rotch Observatory, world-famous for its meteorological experiments made with kites, and from the bald summit on which it stands the eye roams over the wilderness to the eastward, the great city on the north, the seeming plains of southern and southwestern Massachusetts on the south, and with the opalescent sea shining in the far distance over the reservation takes in a range of scenery almost unsurpassed, all of which is described in an illustrated booklet for sale at the Casino building, entitled "Great Blue Hill and the Reservation."

A little beyond the Administration Road, after skirting the reservation for some distance, the traveller comes to Blue Hill Street, which leads off to Hoosic-Whisick Lake, or Houghton's Pond, with its picnic ground, half a mile from which is Ponkapoag Pond.

Going on with the trolley journey, the car passes, on the left, the fine stables and race track of the late J. Malcolm Forbes, where some of the most noted blooded horses — Arion, Nancy Hanks, Binger and others — have been bred, conspicuous objects in a charming landscape, and passing the old "Cherry Tavern," on the top of Cherry Hill, on the right, one soon comes to the little village of Ponkapoag, located among the rolling hills as they lead down to the valley, being part of the Ponkapoag Plantation, a grant of six thousand acres of land set apart for the Ponkapoag tribe of Massachusetts Indians in 1707

by the town of Dorchester; on the left, partly hidden by a high fence, is Redman farm, the summer home of Thomas Bailey Aldrich, the well-known poet and author, where was written "From Ponkapoag to Pesth," "Ponkapoag Papers," etc. Passing the old burying ground, dating back to 1700, where "Ye English Church" stood from 1754 to 1796, the car comes to Canton Corner.



Entrance to Blue Hill Reservation

Here on the right may be seen the Protestant burying ground, church, parish hall and public school, while on the opposite side is the Catholic cemetery. As the car enters

CANTON, the fine residences of Charles H. French and the Hon. Elijah Morse are passed on the right. Here a line runs off to the right to Canton Junction, connecting Norwood and other inland towns of southwestern Massa-

chusetts by trolley. Canton, set off in 1797, occupies the site of one of the Christian Indian villages established by the Apostle Eliot. Here is the estate of Augustus Hemmenway, whose gift of the Canton Public Library, which the car passes, is a testimonial to his public spirit. Passing the post office, the car soon comes to "Cobb's Tavern," the junction of two trolley lines.

The one running off to the left takes one through West Stoughton to Stoughton, once a part of Dorchester, which gave up part of its domain to form the town of Canton. The early settlers once knew these now thriving towns as "Mount Hunger Fields," but there are to-day ample evidences of prosperity on every side. At Stoughton connections are made for Brockton, Randolph, Easton and other points in all sections of the Old Colony.

From "Cobb's Tavern" the car gradually ascends through a most delightful country until Sharon is reached. This town is famed for the charm of its scenery, the purity



Houghton's Pond

of its atmosphere and the longevity of its residents. The original name of the town was Massapoag, and later it was called Stoughtonham, taking its present Scriptural name in 1765. Its highest land is Moose Hill, which commands a fine view off to the right, but it has many other hills, most of which are wooded with pine and hard woods. The flora of Sharon is extensive, and its wood violets are of remarkable size and fragrance. Besides its millponds there are two lakes, Wolomolopoag ("sweet water") and Massapoag ("large water"), the latter containing 435 acres. The remarkable healthfulness of Sharon is by many attributed to the fact that no water runs into the town from any other town, while its own streams flow directly into several towns. This is because Sharon is situated on the highlands which form the watershed between the Neponset River and Narragansett Bay. Massapoag Lake, within a few minutes' walk, is a most beautiful sheet of water, surrounded by summer residences and large hotels, and the drives and walks which can be reached from the terminus of the electric lines are many and varied.

PROVIDENCE TO FALL RIVER

NEW BEDFORD, MARION, ONSET AND BUZZARDS BAY

A trip full of delightful scenery. Past the islands of Narragansett Bay, across rivers and ocean inlets

The entire line from Providence to Fall River, New Bedford and Onset Bay is not only a model one in construction and general equipment, but is also a ready means of obtaining access to a section of southeastern Massachusetts refreshing in its natural charm and with historic and Indian associations.

After leaving Market Square, Providence, a run of ten minutes brings one to Tockwatton Hill and Park, overlooking Narragansett Bay. Crossing Washington Bridge, built in 1886, over the Seekonk River, the passenger will notice looming up famous Fort Hill to the southeast, where in 1842 guns were mounted. Off to the south is Conanicut, with a view of the Seekonk River and its banks, and the city of Pawtucket is clearly seen to the extreme north. Leaving, on the right, the substantial Town Hall, built in 1888, containing the public library, the car speeds through a rural section and across the Rulins River, a beautiful little stream, to enter

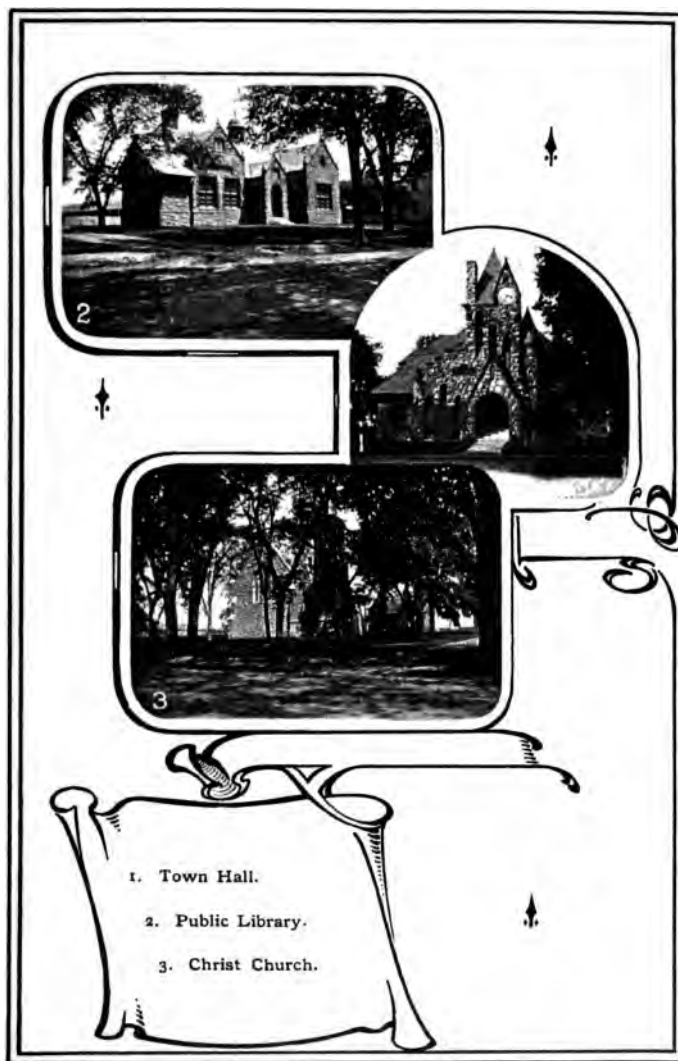
SEEKONK, a small hamlet. The origin of the name of the town is in the cry of the wild geese in the river as heard by the Indians. The route of the railway is through a level and prosperous farming country. About a mile beyond the centre the car passes greenhouses and market gardens to the Monroe Tavern, a former hostelry and stopping place for the old stagecoaches running between Providence and Fall River. Near this place the Revolutionary soldiers camped. Passing a picturesque sawmill, the car

runs through woods, from which the traveller may breathe in the fragrance of the pines. Crossing over the Seekonk line to the outskirts of Rehoboth, famous for its clambakes, and emerging from the trees, the car skirts the northwest corner of the town of

SWANSEA. The town was given its name by Rev. John Myles, who came from Swansea, Wales, in 1663, with a small band of exiles, persecuted in their own country on account of their religion. This place was the scene of a fierce Indian attack at the beginning of King Philip's War. The Myles house, situated on the highway, reached by a path along the Palmer River, was used as a garrison house during the Indian troubles. Near here is the Myles Bridge, over the Palmer River, where the Indians and white men fought, June 28, 1675. Nearly opposite the garrison house is the site of the old Barney shipyards, where at one time more vessels were constructed than any other place in the United States. As the car reaches the east banks of the Palmer River it passes the residence and swine farm of Algernon H. Barney. On the opposite side, a little farther on, is the Graham Tavern, and the road leading to the north is another landmark, where horses were changed in the stagecoach days. The car passes the Baptist Church, erected in 1717, near an ancient burying ground, in which are graves of some of the victims of King Philip's War. One of the stones bears this inscription: "Here lies ye son of Jerimiah and Submit Pearse died June 20, 1731 in ye 14 year of his age and ye first buried in this burying place." The car runs on from here to

SWANSEA CENTRE, where are located the carhouse and office of the company. From this point a line runs off to the right to Warren. Soon after leaving the car station the car descends the hill to Milford and Peekaboo Ponds. Near here in a lane leading off to the left is a gristmill; a tavern was also located here. Over a small stream, locally called "Uncle Sam's Brook," which furnishes power for small mills, the car goes into

SWANSEA VILLAGE, a delightful town, with its town hall, public library and church. After leaving the village



Swansea, Mass.

the car passes a large white building, the site of one of the old taverns, where the stages stopped to allow passengers to transfer to Somerset and Taunton. West of this building is a path leading to Abram's Rock, a huge boulder, named for a half-breed Indian of the tribe of King Philip, who deserted his brothers and came to live at the rock. He was captured and ordered burned at the stake unless he could jump from the rock three times safely. On the third attempt he was unsuccessful and fell to the ground lifeless. This locality was visited by white men in 1621, the next summer after the landing of the Pilgrims. Edward Winslow, afterwards governor of Massachusetts, and Stephen Hopkins passed through the village on a visit to Massasoit. Just at the head of the Fall River road is the residence of Mrs. Katherine F. Gardner, the oldest house in the town, supposed to be two hundred and fifty years old. Continuing on, the car ascends the hill to

SOMERSET. On the right is Lee's River, where was a town landing. Samuel Lee, for whom the river was named, built in 1707 a ship of 120 tons, and in 1708 a brigantine of 50 tons and a ship of 170 tons, besides many others in later years. From the summit of the hill an extensive view of the country is had. Mount Hope is across the waters of the bay, Lee's and Cole's Rivers, while in the foreground the landscape is dotted with houses in the village of Swansea, among the trees. The Stanley Gypsy Camp is located here. Soon the car comes to Slade's Ferry Bridge, where it connects with the tracks of the Old Colony Street Railway, and goes over the Taunton River into Fall River.

From here cars may be taken for Newport, R. I., Taunton, Brockton and Boston. (See pages 49 to 54.)

Leaving Fall River at City Hall, the tourist is taken over one of the first cross-country electric lines built in the state. The building of such a line for fourteen miles through a thinly settled section seemed absurd to many at first, but from the start it has proved one of the best paying roads in the state, connecting as it does the manufacturing centres of New Bedford and Fall River. En route

the car takes one through Flint Village, between rows of cotton mills and over Watuppa Ponds, two beautiful sheets of water several miles in length.

The next point of interest is Westport Factory, a little village with an old cotton mill, situated on the bank of a beautiful lake. In a minute's time the car reaches a great pine grove called Lincoln Park. The park is maintained by the street railway company, and there is always some attraction during the summer months. Open-air theatre performances are given every afternoon and evening, rustic seats and swings are scattered through the grove, and a fine pavilion is kept open for those who delight in dancing. Leaving the park, the car runs through a fertile country, affording a fine view of the rolling land, which extends into Rhode Island. Glancing backward, the spires of the Fall River churches may be seen. Smith's Mills, located on the Paskamansett River, is noted for its water power.

Passing the New Bedford Country Club, standing on a beautiful, sloping tract of land, and Buttonwood Park, one of the children's playgrounds maintained by the city, it is only a few minutes' run to the centre of New Bedford, now a great cotton manufacturing centre, which was at one time one of the most important whaling cities in the world. It was purchased in 1652 by a company of Plymouth Pilgrims from the good old king Massasoit and his son, Wamsutta, and was settled largely by Quakers, who refused to contribute to the colonial church taxes. The town was almost wiped out by the Indians under King Philip in 1675, and one hundred years later it was burned by the British under King George.

In 1765 Joseph Rotch, a wealthy merchant from Nantucket, came to this place for the purpose of establishing a whale fishery. From this time the town grew rapidly, and the whaling industry became one of great importance. When it was at its height more than three hundred vessels sailed from its port to all parts of the world. The ancient hulks at the wharves waiting to be converted into driftwood serve as a reminder of the old-time glory of the place. Whaling is still carried on on a small scale, but the city,

which was the first to erect a cotton mill, is now one of the most important centres of the cotton industry in the country.

There are many lines running out of the city beside the one already described to Middleboro, Brockton and Boston, on pages 43 to 48. One runs to Fairhaven through a beautiful residential district ending at Riverside Cemetery. Another line runs to Fort Phoenix, described in the trip to Onset. The line running to Fort Rodman is not only delightful for its scenic attractions, but there is much of historical interest to be seen. The trip takes one to Clark's Cove, a broad inlet of the bay. It was in this cove that the British landed in 1778, when they attacked the town of New Bedford. At Clark's Point a fine view may be had of the old fort in Fairhaven, the distant church spires, and the glistening water on either side.

The terminus of the line is at the entrance of the government reservation known as Fort Rodman. This was built after the model of Fort Sumter and is to-day supplemented by modern disappearing guns. During the summer months the place is used as a camping ground by the state militia, and attracts many tourists.

NEW BEDFORD TO ONSET

This route follows the Indian trail through an open country with intervening forests, past brooks and river and by many popular summer resorts on the shore of Buzzards Bay.

Starting from the corner of Union and Purchase streets, the car crosses the Acushnet River on one of the finest bridges in the state. The view of the harbor from the bridge is full of interest. To the right may be seen the picturesque old Fort Phoenix, situated among rocks and cedar trees. This little fort, with eleven cannons and thirty-two men, bravely defended the town against the British until the magazine was blown up and the barracks destroyed. The first naval engagement of the Revolution took place here on May 14, 1775. Near the fort is the fine residence of H. H. Rogers.

OLD
TIME
WHALERS



A
STREET OF
HOMES
HISTORIC
NEW BEDFORD

FORT
PHOENIX

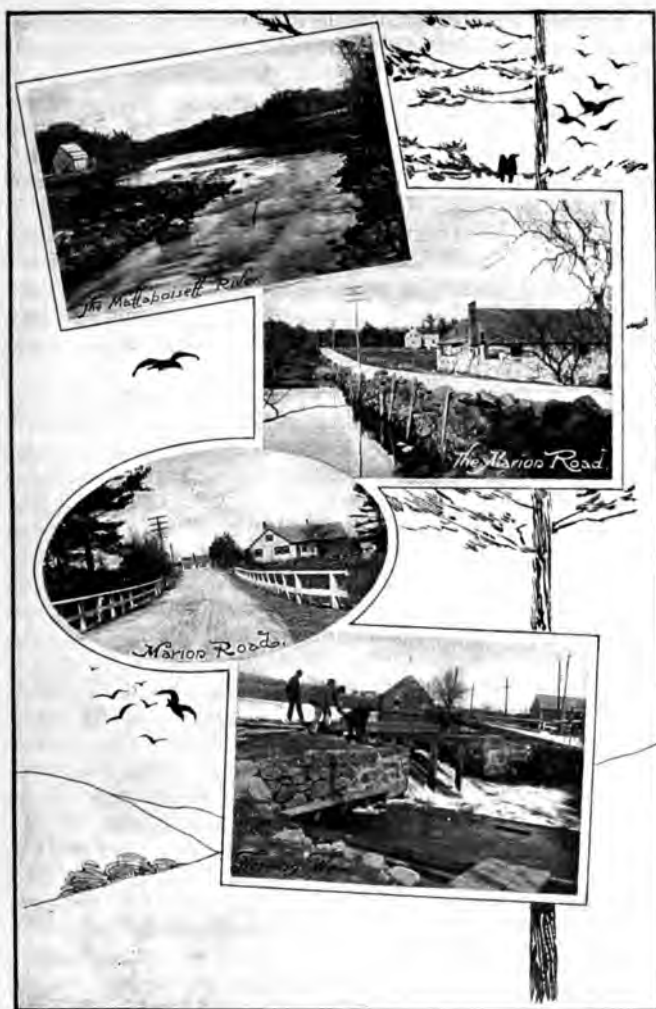


Crossing the bridge, it is only a short run to the centre of Fairhaven, which is full of historical places and points of interest. It will repay the tourist to stop off for a short time to visit them. One of the most interesting sights is the old cannon captured by the American privateer from the English frigate in the West Indies in 1777 and recaptured by the British the following year.

Leaving the thickly settled portion of the town, a road leads off on the right to Sconticut Neck and Pope's Beach, a popular summer resort, with fine bathing and various kinds of amusements. Then comes the little village of Nasketucket, where a splendid view may be had of the waters of the bay. Passing on through the pleasant woods, one comes to the herring weir, belonging to the towns of Rochester, Marion and Mattapoisett, on the Mattapoisett River. Many visitors come here in the springtime to see the great number of alewives dipped out of the river in nets. The old custom of giving every widow in the village a barrel of herring is still kept up. Mattapoisett is an Indian name signifying rest. When the Indians from the inland visited the shores of the bay in search of fish and clams they rested at a near-by spring and gave to the land thereabout the name of Mattapoisett. It was once a busy shipbuilding town and to-day contains much that is of interest to the tourist. The old, abandoned wharves which were once alive with the shipbuilding industry are now given over to the use of pleasure boats, owned by the inhabitants of the fine residences which look out over the harbor.

Leaving the village and passing the residence of Edward Atkinson, the road leads through the Marion woods, crossing several small streams and coming into the town of Marion, which bore the name of Sippican until 1852, when it was incorporated as Marion. Along these shores the Plymouth settlers herded their cattle, the income of the rights being devoted to maintaining free schools. The town is now a popular summer resort, and around its beautiful harbor are many fine summer residences.

A short distance from the centre of the town is Minis-



ter's Rock, around which the Indians used to hold their powwows and where the first white settlers worshipped. Near this is the ancient burying ground.

Leaving the comfortable waiting room of the street railway company, the car passes a delightful growth of fine old trees and through a shady section over a private right of way to the Waweeantitt River. Here fishermen are constantly seen. Off to the right, projecting into the bay, is Great Hill, one hundred and fifty feet high and three-quarters surrounded by water. A delightful sea and land view may be had from the summit. It was here that Captain Benjamin Church met Queen Awashanks and her tribe, who were on their way to Sandwich to make peace with the governor.

The car passes along through a level, sandy country, which abounds in cranberry bogs, to Wareham. This town is noted for its fine oysters. From the centre of the village the car crosses the Narrows, which is known as the Gateway to the Cape, along through the woods to East Wareham. A short walk from the trolley line, at one of the entrances of the famous Plymouth Woods, is the interesting old stage tavern known as Squirrel's Nest. Stories of Daniel Webster are associated with this tavern and section of the country. It is a popular resort of hunters and fishermen.

It is only a short run to Onset Bay, one of the most beautiful spots on the New England coast. Many handsome summer residences are found here, and the harbor during the summer months is alive with yachts and pleasure boats, which glide in and out among the islands. In a grove on an elevation overlooking the bay is one of the camp-meeting grounds of the Spiritualists. Across the street from these grounds is the Union Villa, a large, airy hotel open the year round. A full knowledge of the proceedings of the meetings of the Spiritualists may be had by sitting on the broad piazzas of the hotel. A public steam launch makes regular trips about the head of the bay, sailing past the residences of Grover Cleveland and Joseph Jefferson.

At Onset Bay a change is made to a car for Buzzards Bay and Monument Beach.

INTO KING PHILIP'S COUNTRY

FROM BOSTON TO MILFORD, WOONSOCKET AND
PROVIDENCE, THROUGH THE OLD COLONY, WITH
BRANCHES TO HISTORIC POINTS OF INTEREST

The region directly south of Boston is of particular historic interest from its association with the events of the early Indian wars. Its scenery is of infinite variety, and with its memories of the old it contains much that is new and interesting.

Taking a Norwood car at the Dudley Street terminal, or one can take a Dedham car via Hyde Park, of the Elevated, the ride is out Washington Street, passing "Tommy's Rock" on the left and the Notre Dame Academy on the right to Forest Hills, where cars may be taken for Mattapan, Milton Lower Mills, Hyde Park, Readville, Oakdale and Needham, the latter being a delightful ride along the Charles River.

From Forest Hills the main line runs through Roslindale and into the Stony Brook Reservation, a part of the Metropolitan Park System. The observatory on the right is



Observatory, Stony Brook Reservation,
Roslindale

275 feet above sea level, and affords a fine view of eastern Massachusetts. Passing Mother Brook, the car enters Memorial Square, Dedham. Beyond is the handsome brownstone building of the Dedham Historical Society, with a library and relics of great historical interest of old Dedham. The Dedham Boat Club House affords a fine view of the upper Charles River, within sight of which is Powder House Rock, with its Old Powder House, erected in the seventeenth century. A half-mile walk brings one to the old Fairbanks House, built in 1636 by Jonathan Fair-

banks, and preserved in its original state by the Daughters of the Revolution.

From here the main line to Woonsocket runs up High Street, past the monument erected by the citizens, and



Public Library, Dedham

through a residential section and pleasant woods, passing on the left the old Town Pound and a little farther on the old Colburn House, built prior to 1700.

Westwood, formerly a part of Dedham, is now reached, affording a fine view of the Blue Hills. Soon the car passes the "Witch Tree," under which Moll Pitcher once slept. A short run from the picturesque waiting station is King Philip's Park, situated in the historic grove of Medfield, once a part of the famous Indian chief's domain. It is well shaded with large trees, rock bridges and a picturesque little brook. Through the open country the car runs to Medfield, a fine residential section. On the right is an old house, said to have been the only house standing

after the massacre and burning of the town in King Philip's War. From this point the car soon passes over the Charles River, and enters Millis, a part of Medway, one of the scenes of King Philip's tragedies.

From Medway a line runs to Milford, Uxbridge, Holliston and South Framingham, passing through shady streets, with the Charles River in the valley below. Through West Medway, a well-kept town of residences, the car passes Caryville, where it leaves the highway to run across the country, through woods, into Milford.

From Medway cars continue on the main line to Woonsocket and run to Franklin. In 1778 the town was named after Benjamin Franklin, and he sent it five hundred books for a library. It is the seat of Dean Academy. Franklin is a pleasant and quiet town.



Old Fairbanks House, Dedham

From Franklin a branch line runs to Wrentham and Plainville, also to Foxboro and Lake Pearl, a popular summer resort. Passing Pine Tree Tavern and Archer's Pond, it is but a short distance to Wrentham, a fine old town, and thence to Plainville, where connections are made for North Attleboro, Pawtucket, Taunton and Providence.

Continuing on the main line from Franklin to Woonsocket, the run is made up Main Street where a view is obtained of Dean Academy. Passing fine residences and public buildings the car enters Unionville, a village of Franklin, where are located the Worcester Textile Mills. Shortly after crossing the New York, New Haven & Hart-

ford Railroad, the car soon arrives at Bellingham Four Corners. From here a line runs to Caryville and Milford.

Here car leaves the highway in Bellingham and passes Hoag Lake, where a beautiful park is located, where boating and other features of entertainment are furnished. Passing Crooke's Corner the village of Millerville is entered. Social Corner and Social Mills are located here, and the car passes to Monument Square, Woonsocket. Great factories for the manufacture of rubber shoes are seen on every hand.

There are several short trips from Woonsocket besides the one from Monument Square, past Cold Springs Park and to the Massachusetts state line to Blackstone, an important manufacturing town, thence through Uxbridge and Millbury to Worcester. To reach Providence the Cumberland Hill car is taken at Depot Square, and at Cumberland Hill cars may be taken to Pawtucket and Providence.

OVER THE OLD STAGE ROUTE

FROM BOSTON TO PROVIDENCE, THROUGH DEDHAM, NORWOOD, WALPOLE, FOXBORO, MANSFIELD, NORTON, ATTLEBORO AND PAWTUCKET, OVER THE HISTORIC HIGHWAY

In taking this trip one can follow the route described into King Philip's Country, on page 71, or by taking a Dedham car via Hyde Park at the Dudley Street terminal.

From the square in Dedham the route is through the



Westwood Park

hamlet of Islington, and past Westwood Park, a delightful pleasure resort, laid out by the street railway company, where entertainments are furnished during the summer. At Islington the Norfolk Golf Club has its links. Contin-

uing on to Norwood, this is the pretty rural village in which the Old Tavern, the handsome Unitarian Church and the great Norwood Press, where many monthly magazines are printed, are among the sights to attract the attention of visitors.

Here a line branches off through Canton, connecting with cars for Stoughton, Brockton or the Blue Hills and back to Boston; also with cars for Sharon, the popular summer resort. (See page 55.)

The main line from Norwood passes the Memorial Library and then follows the new state highway for some



Dedham Boat House

distance, giving a fine view of the Blue Hills before entering Walpole, established December 10, 1724. The Common, with its great oak trees, is passed and along the old post road to the village of South Wal-

pole. In the centre of the town are the remains of two ancient taverns, Polly Tavern on the right and Fuller's on the left. Running through a rural district the car enters Foxboro, a pretty place. Pleasant Park and a handsome granite Memorial Building, in which is the Public Library, are passed on the way to North Foxboro and West Foxboro.

A line runs from North Foxboro, out to the right, to Wrentham, Lake Pearl Park and other points in the southwestern portion of the state.

Making a run through the woods and the open country, the car soon comes to Mansfield, in the centre of a farming

region and having several small factories with diversified industries. This place was established as a town in April, 1770.

From here a branch line runs to North Easton, passing through East Mansfield, Easton Centre to North Easton and thence to Brockton.

The main line from Mansfield across the country passes the Norton Reservoir to Norton, established as a town March 17, 1710. Here is the famous Wheaton Seminary, founded in 1835 by Judge Laban Wheaton. The Public Library was the gift of Mrs. Wheaton and the Town Hall was the gift of Nathaniel Newcomb.

A n o t h e r branch runs east to Taunton, past the old copper works, where the blanks were made for the old copper cents; thence through Norton Furnace, where a foundry was established in 1695. This line runs through the village of Oakland, past Woodward Springs, a public park, before entering Taunton.



Old Tavern, Norwood

The main line south from Norton runs through the village of Chartley, with its large jewelry factories, to the village of Attleboro, settled in 1669, established as a town October 19, 1694. About fifty jewelry and plating works are in full operation here, sending their products all over the world.

At this point a branch line runs to Taunton via Rehoboth to Taunton Green. (See Taunton branch lines.) Another line runs north to Plainville, Wrentham, Lake Pearl and Franklin, there connecting with another line to Woonsocket, Blackstone, Millbury and Worcester, following closely the Blackstone Valley.

From Attleboro the main line runs south to Pawtucket, incorporated as a town 1828. This was formerly within the limits of Seekonk. The first manufacture of cotton cloth by machinery, run by water power, was at this place. The water power is very great and the fall of the river within a short distance is fifty feet.

The Bristol County line also connects Pawtucket and Taunton. From Pawtucket the route may be resumed to Providence, settled in 1636. The First Church was organized in 1720, St. John's in 1722, and the First Baptist Church in 1775. A short distance away may be seen the Tillinghast Mansion, 299 Main Street, 1710; Brown University Hall, 1770; Gammell Mansion, 1786; Deputy Governor Elisha Brown's House, 1761, and Roger Williams Park, one of the finest in New England, are among the sights of interest.

There are many pleasant trolley trips out of Providence, reaching the delightful summer resorts and also as far as Narragansett Pier, described in an illustrated booklet published by the Providence *Journal*.

BRANCHES

The following is a description of the lines radiating from the trunk lines previously described.

FROM BROCKTON

Brockton is the centre for several lines of cars ; one connecting with Abington, North Abington and other places on the South Shore. Another to Whitman, Kingston and Plymouth. Another connects with the line to East Bridgewater. Still another runs to North Easton, where the great Ames factory is located, the largest manufactory of shovels in the world. Here are the elegant estates of the Ames families, and their liberality to the town has made and built up a flourishing community. The High School, Railroad Station and Memorial Unitarian Church are the work of Richardson, America's greatest architect. From North Easton cars run to Mansfield, Norton, Attleboro and Providence. A fourth line from Brockton runs to Stoughton, which leaves Brockton by way of Pleasant Street, passing the handsome granite Episcopal and Congregational churches to Park Street, where on the left is the Melrose Cemetery, and just beyond, on the same side, is the old Solid Rock Tavern, an ancient, yellow-painted hostelry set back from the road and deriving its name from the gigantic boulder which looms behind it. The ride from this point to the centre of Stoughton is through an attractive farming country. At the centre connections may be made with cars running through to Stoughton, Eastondale, Canton, Sharon and Norwood or return to Boston via Canton and the Blue Hills Reservation. (See page 55.)

FROM TAUNTON

Several branch lines run from Taunton, one of the most popular trips being to Sabbatia Park, situated on Sabbatia Lake, formerly Scadding's Pond. Here is sylvan scenery of the finest, and a wooded island adds to the charms of the lake. Another line runs through the villages of Westville, past Annawan Rock, named after one of King Philip's last and bravest generals who was captured here August 28, 1676, Rehoboth, Seekonk and East Providence to Providence. Rehoboth is an interesting town, settled by William Blackstone in 1645, and in a competition with Boston for the honor of being the state capital it was once defeated by only one vote. Being so close to Mt. Hope it suffered its full share of the miseries of the Indian war. The first blood was spilt within its original borders, which at that time comprised Seekonk, Pawtucket, Attleboro, Cumberland and a part of Swansea and Barrington, which was called Wannamoisett by the Indians. Another line runs to Attleboro and Norton, there connecting with towns in the southwestern part of Massachusetts. A fourth line runs through East Taunton and Middleboro to Lakeville.

From Taunton there is a cross-country line running to Providence and Attleboro. It goes out of the city, leaving on the right the suburb of Britanniaville, noted for its great silver-plating establishments and manufactories of tableware. Crossing Three Mile River it passes through the little settlement of Oakland and then goes through a farming country into North Rehoboth. Rehoboth is interesting from the fact that it was once a competitor with Boston for the honor of having the state capital located there, and was defeated by only one vote. From Rehoboth the line goes along the country roads until it comes to a little place known as Briggsville, or Briggs's Corners. Here one line goes off to the right into Attleboro, which is known all over the world for its manufactures of jewelry and plated ware, a number of establishments furnishing employment for a considerable population. The other line keeps to the left, and soon after crossing the state line between Massachusetts and Rhode

Island reaches Hebronville, another place which is engaged in jewelry and small wares manufacturing. Here Ten Mile River is followed for a short distance, the line going through Lebanon Mills, with its picturesque mill-pond. Seven Mile River is the next of the numerical streams crossed, this being a continuation of Four Mile Brook. Soon the sights of the country begin to give way to those of the city, and the car enters Providence, where connections may be made with lines in every direction.

BOSTON TO WORCESTER

Via Boston & Worcester Trolley Air Line

Trunk Line.

From PARK SQUARE, BOSTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
¹ Newton Highlands	9½	10c.	.40
² Wellesley Hills	11½	10c.	.50
³ No. Natick or Felchville	16½	15c.	1.00
⁴ Mass. State Militia Grounds	18½	20c.	1.05
⁵ So. Framingham	20½	20c.	1.15
⁶ Framingham Centre	20	20c.	1.15
⁷ Southboro (White's Corner)	24	25c.	1.30
Marlboro	28	30c.	1.50
⁸ Hudson	32	35c.	2.15
⁹ Westboro	29	30c.	1.45
Shrewsbury	35	40c.	2.00
¹⁰ Worcester	39½	45c.	2.15

¹ Change for Highlandville and Needham.

² Change for Wellesley, Natick and So. Natick.

³ Change for Cochituate, Natick, So. Natick and Wayland.

⁴ Change for Saxonville.

⁵ Change for Ashland, Hopkintnn, Holliston, Milford and Hope-

dale

⁶ Change for So Framingham.

⁷ Change cars for Marlboro and Hudson.

⁸ Change for Berlin, Clinton, Lancaster, Leominster and Fitchburg.

⁹ Change for Northboro, No. Grafton and Grafton.

¹⁰ Connects at City Hall with all suburban lines running out of Worcester.

Through cars from So. Framingham to Marlboro and Hudson.

This company issues unlimited round trip tickets between Chestnut Hill, Brookline and Worcester City Line and return for 80 cents, which are on sale at terminals.

It also issues, for the convenience of local passengers, single five-cent ride tickets in strips of five tickets, which may be obtained from the conductors at 25 cents per strip.

**OVER THE OLD STAGECOACH ROUTE AND TURNPIKE
VIA BOSTON & WORCESTER TROLLEY AIR LINE**

It is somewhat surprising to the visitor to Boston to see in Park Square a trolley car marked "Worcester," for few people realize what a system the trolley lines of the state have become, and the change when the stagecoach succeeded to the post-rider between Boston and Worcester was not greater than that wrought when the Boston & Worcester Air Line was completed, running cars from Boston to South Framingham and Worcester without change.

It was in 1786 that Nathan Stone started a weekly post route between Boston and Worcester. About 1790 Timothy Stearns embarked in the enterprise. Then Levi Pease, the father of New England stagecoaching, started a line between Boston and Hartford, making a trip in four days, the fare being ten dollars. In 1834 the steam train took the place of the stagecoach, and now the trolley has in part replaced the steam line, the long-distance, high-speed electric attracting thousands every year to the route for the pleasure of travelling, while thousands upon thousands more use the line for business. The Boston & Worcester Street Railway marks the highest development of electric traction in New England, and the line serves as a connecting link between the eastern and western parts of Massachusetts. It is the longest line in New England, transporting passengers between these two large centres without change, affording them not only comfort but the luxuries of street railway travel.

Not only does this line run through a section full of historic associations and a succession of beautiful landscapes and charming valleys, but it opens up an opportunity whereby those living within a radius of ten miles of the Hub may visit the many cities, towns and country places throughout the heart of the Commonwealth accessible by trolley and return the same day, while those living in the central portion of the state may trolley to Boston and have ample time to visit the historic places, seashore

resorts and picturesque scenery which abound in all directions along the shore.

Starting from Park Square in Boston, the Worcester and South Framingham cars run out Columbus Avenue, into Massachusetts and Huntington Avenue, where the Massachusetts Horticultural Society's home and Symphony Hall are seen on the right. The car passes on the left the New England Conservatory of Music, and on the right the Children's Hospital, before coming upon the Back Bay Fens, where the Italian palace of Mrs. John L. Gardner, known as Fenway Court, is seen off to the right. It is a typical specimen of transplanted Italian architecture filled with the rarest art treasures of the Old World. Again crossing the parkway, the car comes to Brookline Village transfer station. Here the line for the first time comes to the old turnpike road of stagecoaching days. A short run is made over the hills between fine residences for which Brookline is noted, Chestnut Hill Reservoir, with its pumping station in the foreground, is off to the right, while in the distance are the handsome residences and castle-like structures crowning lovely Corey Hill.

Running through a succession of pleasant groves of pine, with comfortable houses set back among pleasant lawns on either side, the car comes to the village of Newton Upper Falls, where connections may be made for all parts of the Newtons, Highlandville and Needham. From the top of the hill at Newton Upper Falls there is a wide view over the valley of the Charles River, or as the Indian called it, the Quinobequin.

At the foot of this hill is a bridge across the Charles River, and looking to the left one may see the famous Hemlock Gorge Reservation, a great pleasure ground where thousands go every week in summer to find recreation. The picturesque charm of the river, the groves of fragrant pine and hemlock, and the glimpses of wild nature on either hand make this one of the most delightful spots to be found on the journey. Echo Bridge, the aqueduct which carries Boston's water supply across the Gorge, has become famous for its repeating echo.



Hemlock Gorge Reservation

Leaving the reservation the car goes through the green woods where scenes of pastoral beauty add to the delights of travel. At Wellesley Hills, one of the prettiest of Boston's suburban towns, cars may be taken for Wellesley, Natick and South Natick. The car goes along Worcester Street, through a section lined with houses with shaded roads and openings, through which there are views of fertile farms and meadows. At North Natick connections may be made with cars for Natick, Cochituate and Wayland, situate on the banks of the charming Sudbury River as it flows northwards. The car speeds on to the road over Lake Cochituate, a beautiful sheet of water extending from the central portion of the town and along the borders of Framingham and Wayland. Then there is a run over long reaches of straight track, with hardly a house in sight, leaving the passenger near to nature and giving him a variety of scenery which can hardly be surpassed. Ahead may be seen the grounds of the Massachusetts state militia.

At this point the two lines of the Boston & Worcester separate. The Worcester car continues directly ahead, while the South Framingham car runs to the left on a double track, with the Militia Grounds on the right. The view when the troops are encamped here, with their well-ordered rows of white tents and the flag of the United States floating over the camp, is inspiring. The run is a short one into South Framingham, where the terminus is reached at the railroad station.

The Worcester car continues on to the right of the State Militia Grounds, over the Sudbury River, which flows peacefully through a rich valley. Ahead of the car is Normal Hill, on which are located the buildings of the State Normal School and the Framingham Water Works standpipe.

Coming into Framingham Centre, an interesting old village, the car goes by the old Central Hotel, once a famous hostelry, on the right. After leaving the village one comes to the old basin of the Metropolitan water system, called the Framingham Reservoir. Passing on, the car runs through the little village of Fayville, a pretty

rural town among the hills overlooking the great basin. Leaving the village and following along the edge of the water, one soon comes to White's Corner, where a transfer may be made to cars running through to Marlboro and Hudson.

This side trip is a delightful ride, making a half circle around the great water basin, affording a fine view of the surrounding country. Passing through a section of South-boro, the Episcopal St. Mark's School for Boys is passed on



Photo by Dadmun

On the Charles River

the left. After a short run over a hill one enters Marlboro. This is an historic town, where Eliot had a village of praying Indians, and the place was attacked by King Philip's warriors in 1676. On the left of Main Street is the fine Holy Trinity Episcopal Church, a gift to the parish by J. Montgomery Sears. Going through the business district, passing the railroad station on the left and the new high school building on the right, the car comes to the Soldiers' Monument nearly opposite the G. A. R. Hall, in

which hangs the John Brown bell, captured by Marlboro troops at Harper's Ferry. In the square is the fine First Baptist Church, built of granite. From here the cars run over the hills through a beautiful country into Hudson, the terminus of the line. One of the sights of the town is the falls of the Assabet River. Connections may be made here with Worcester, Fitchburg, Concord and Boston.

Continuing on the main line to Worcester from White's Corner, the car goes through a fertile farming country, and past fruit orchards laden in season with an abundance of pears, peaches and apples, soon coming into the town of Westboro, one of the old colonial towns set apart by Samuel Shute, colonial governor of Massachusetts, in 1717, under the second charter of King George I. At the crossing of the tracks of the Marlboro & Westboro Street Railway, connections may be made with Marlboro on the right and North Grafton and Worcester on the left. Beyond here the Worcester car comes in view of Lake Chauncy, with its popular summer grounds, named for the second president of Harvard College, who suffered fines, imprisonment and exile for his religious opinions. The buildings of the Lyman School for Boys, a state reformatory institution, and of the State Insane Hospital at Westboro may be seen above the shores of the lake on the right.

The town of Westboro is noted as being the birthplace of Eli Whitney, inventor of the cotton gin, who revolutionized the cotton industry, but who, like many other inventors, did not reap the profits of his invention. The car comes to the little village of Wessonville, and soon goes over the line into Shrewsbury. This place was settled by people from Marlboro about 1717, and named in honor of Charles, Duke of Shrewsbury. In this town Artemas Ward, the first major-general of the Revolutionary Army, was born and lived. The town is picturesquely located among the hills, which command wide views of the surrounding country. One of this town's historic houses which the car passes is the old Balch Tavern, used as a hostelry in stagecoach days, and in 1792 taken by the town as a smallpox hospital. A short run brings the passenger

to South Shrewsbury Common, where there are other old taverns. Hard by the old meeting-house, near the road leading to Grafton and Providence, is the site of the old Harrington Tavern, and half a mile farther on, at the top of Arcade Hill, is the Arcade Tavern, which in the old days was a favorite stopping place for travellers.

The Pease and Harrington taverns are located in the centre of the town, some distance to the north of the car line, the car passing through the little hamlet of Southville.

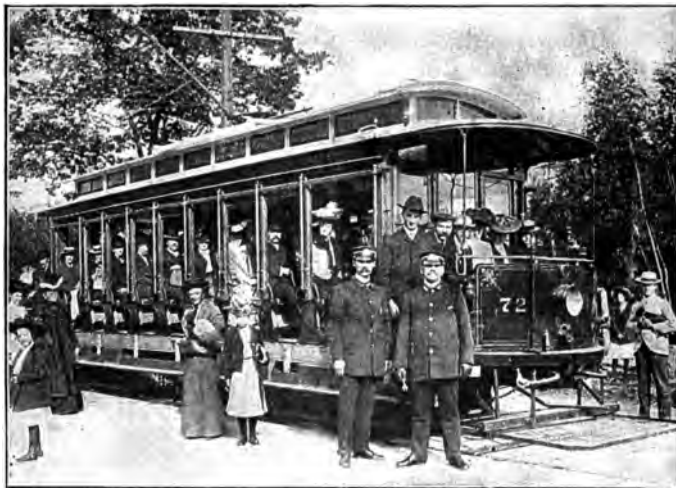


Photo by Dadmun

One of the Cars

The Pease Tavern was the principal stopping place of travellers on the old stagecoach line. It was first occupied by Major John Farrar, an officer in the Revolution, as an inn, and when Washington visited the house on his journey to New England, Farrar became by far the most prominent man in the community. Later he sold the place to Levi Pease, who maintained its traditions, and it is said that its tables afforded something better to drink

than water from the noted sulphur spring which is near the tavern.

The country in Shrewsbury is broken and uneven, and a succession of hills and valleys greets the eye of the traveller, unfolding a panorama of beautiful landscapes. To the southwest is Prospect Hill, which overlooks Lake Quinsigamond, forming a silver bow nearly four miles long between Shrewsbury and Worcester. There is ahead a view of the buildings of the State Insane Asylum at Worcester, on the slope of a green carpeted hill.

Descending the hill, the car comes to a bridge across the beautiful lake, which takes the place of the famous Boston & Worcester Turnpike bridge. This was built by sinking wooden cob-house piers to the bottom of the lake, sixty or seventy feet. The central pier was sixty by sixty feet and the others sixty by thirty feet and placed about thirty feet apart. These piers were sunk by weighting, but never secured a firm and even foundation, so that on the morning of September 19, 1817, just as the bridge was about completed, it turned over, and the vast amount of timber, some 54,000 feet, floated on the surface. The next winter a third bridge was built on the ice and swung into position the following spring. This bridge was replaced by the present one.

Passing over the bridge, the views are delightful in every direction, and running by many of the popular summer camps and residences which dot the shores, the car goes by way of Lakeview and Bloomingdale, around "Dead Man's Curve," through Shrewsbury and Front streets to the City Hall, Worcester, where connections may be made with all the surrounding towns and all parts of the city.

A detailed description of the various trolley trips west of Worcester, up the Connecticut Valley and to New York may be had in "By Trolley Through Western New England," by Derrah, for sale on all news stands for 10 cents.

BOSTON to NASHUA, N. H.*Via Wakefield, Reading, Andover and Lawrence**Trunk Line***From BOSTON**

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Chelsea	2½	5c.	.15	104
Malden via Everett	7	5c.	.29	99
Melrose Highlands	9	5c.	.45	100
Wakefield	12	10c.	1.00	100
Reading	15	10c.	1 15	100
*Andover	24	20c.	1.45	
Lawrence	27½	25c.	2.15	103
Methuen	29½	30c.	2.30	
†Pelham Centre, N. H.	37½	40c.	3.00	
Hudson	43½	50c.	3.18	
Nashua	46½	55c.	3.37	

Through Cars

Scolly Square Subway to Melrose Highlands via Chelsea, Everett and Melrose. Melrose Highlands to Wakefield. Wakefield to Reading. Reading to Lawrence. Lawrence to Pelham. Pelham to Nashua. One can also take a car at Sullivan Square terminal Elevated for Malden, there connecting with the above line.

* Change for No. Andover, Bradford and Haverhill.

† Change for Canobie Lake Park and Lowell.

BOSTON to NASHUA, N. H.
*Via Medford, Winchester, Woburn, Wilmington,
 Tewksbury and Lowell*

Trunk Line

**From BOSTON ELEVATED TERMINAL STATION,
 SULLIVAN SQ.**

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Medford	3	5c.	.19	
Winchester	6	10c.	.42	99
Woburn Centre	7½	10c.	.57	99
No. Woburn	10½	10c.	1.12	
*Wilmington Depot	13½	15c.	1.27	
Silver Lake	16½	15c.	1.32	
Tewksbury Centre	19½	20c.	1.44	
Lowell	23½	25c.	2.04	101
Lakeview	28½	30c.	2.34	
Nashua	37½	40c.	3.10	

Via the New Hampshire Traction Line from Lowell

TO			
†Pelham	30½	40c.	2.41
Nashua via Pelham	39½	50c.	3.28

Through Cars

Sullivan Square Elevated to Medford. Medford to Lowell. Lowell to Nashua via the New Hampshire Traction Line. Lowell to Pelham and Pelham to Nashua.

Another line runs from Sullivan Square to Lowell via Lexington, Bedford and Billerica, 29½ miles, fare 25 cents, running time 2 hours and 30 minutes.

* Change for Billerica and No. Billerica.

† Change for Canobie Lake Park, Haverhill and Lowell.

LYNN to LOWELL and NASHUA, N. H.

*Via Saugus, Wakefield, Reading and Billerica
Trunk Line*

From LYNN				
TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
No. Saugus	5½	5c.	.35	
Wakefield	9	10c.	.52	100
Reading	12	10c.	1.07	100
*Wilmington	17	15c.	1.37	
Billerica	24	20c.	2.07	
No. Billerica	26	25c.	2.22	
Lowell	30	25c.	2.52	101
Lakeview Park	35	30c.	3.22	
Nashua	44	40c.	4.07	

Through Cars

Lynn to Reading. Reading to Billerica. Billerica to Lowell.
There are two ways of reaching Nashua from Lowell, one via Lakeview
Park, the other runs through Pelham, N. H. (See page 93.)

* Change for Tewksbury and Lowell.

BOSTON to GLOUCESTER*Via Lynn, Salem, Beverly and Essex***Trunk Line****From BOSTON**

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Chelsea	2½	5c.	.15	104
Revere	4½	5c.	.25	
Lynn	12	10c.	.52	101
Salem	17	20c.	1.35	101, 102
Beverly	19	25c.	1.55	102
Longham	21	30c.	2.07	
*Essex Falls	28	35c.	2.37	
Essex	28½	35c.	2.48	
Conomo	29½	35c.	2.51	
W. Gloucester	32	40c.	2.58	
Fernwood Lake	33	40c.	3.10	
Gloucester	36	45c.	3.25	102

Through Cars

Boston to Lynn. Lynn to Salem. Salem to Beverly. Beverly to Gloucester.

When in Gloucester one should not miss making a fifteen-mile detour of Cape Ann, going up one side and return to Gloucester by the other, being one of the most delightful trips in this section, a continual sea view all the way.

* Change cars for Ipswich, Newburyport, Hampton Beach, Exeter, Portsmouth and beyond. (See page 96.)

BOSTON to YORK BEACH, ME., and DOVER and ROCHESTER, N. H.

*Via Ipswich, Newburyport, Exeter and Portsmouth
Trunk Line*

From BOSTON				
TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Essex Falls	28	35c.	2.37	
Ipswich	33 $\frac{1}{2}$	40c.	3.02	
Kowley	35	45c.	3.17	
* Dummer's Academy	38	50c.	3.32	104
Newburyport	43	55c.	4.02	
Salisbury	45	60c.	4.17	
† Seabrook	47 $\frac{1}{2}$	60c.	4.32	
Hampton Falls	48 $\frac{1}{2}$	65c.	4.39	
† Hampton	50 $\frac{1}{2}$	70c.	4.54	
Exeter	58 $\frac{1}{2}$	80c.	5.39	
Stratham	61 $\frac{1}{2}$	90c.	5.54	
Greenland	66 $\frac{1}{2}$	95c.	6.09	
Portsmouth	72 $\frac{1}{2}$	1.05	6.39	
Kittery	73 $\frac{1}{2}$	1.10	6.49	
Kittery Point	77	1.15	6.59	
Sea Point	78	1.15	7.09	
York Corner	83	1.20	7.35	
York Village	84	1.20	7.37	
York Harbor	85	1.20	7.44	
York Beach	88 $\frac{1}{2}$	1.25	8.09	

DOVER and ROCHESTER, N. H.

From PORTSMOUTH				
TO				
Kittery, Me.	$\frac{1}{2}$	5c.	.10	
Eliot Depot, Me.	6 $\frac{1}{2}$	10c.	.30	
Dover, N. H.	12 $\frac{1}{2}$	20c.	1.00	104
Granite State Park	16 $\frac{1}{2}$	25c.	1.30	
Rochester	26 $\frac{1}{2}$	35c.	2.00	

From Boston to Essex Falls follow route on page 96.

Through Cars

Essex Falls to Ipswich. Ipswich to Dummer's Academy. Dummer's Academy to Newburyport. Newburyport to Seabrook. Seabrook to Exeter. Exeter to Portsmouth. Portsmouth to York Beach. Portsmouth to Dover. Dover to Rochester and Somersworth. A line runs from Salisbury Junction through Hampton Beach to Portsmouth Junction, there connecting with a line for Rye and Portsmouth.

* Change for Georgetown and Haverhill. (See page 104.)

† Change for Hampton Beach.

LOWELL to HAMPTON BEACH, N. H.*Via Haverhill and Amesbury**Over the line of the New Hampshire Traction Company**Trunk Line***From LOWELL**

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Pelham	7	15c.	.37	
Salem or Canobie Lake and Park	14	25c.	1.07	
Haverhill	23	35c.	1.45	103
Plaistow	27½	45c.	1.52	
Newton	32	50c.	2.05	
*Amesbury	38	55c.	2.30	
†Seabrook	48	65c.	2.53	
Hampton Beach	50	70c.	3.00	

Round trip tickets to C. L. P. & H. B. may be obtained of the Conductors at reduced rates.

Through Cars

Merrimac Square, Lowell, to Haverhill via Pelham and Salem, connecting at Pelham for Nashua and at Salem for Lawrence. Haverhill to Hampton Beach via Plaistow, Newton, Amesbury, Smithtown and Seabrook. For Salisbury Beach change at Salisbury Junction or Seabrook. For line running to Hampton, Exeter, Portsmouth and beyond see page 96.

*Change for Newburyport, 7 miles, fare 10 cents, running time, 45 minutes; also for Plum Island and Newbury.

†Change for Hampton and Exeter.

LOWELL to NEWBURYPORT*Via Lawrence and Haverhill***Trunk Line****From LOWELL**

TO	No. of Miles	Rate of Fare	Running Time H M.	For Branch Lines see page
Lawrence	10	15c.	1.00	103
Haverhill	19½	25c.	2.00	103
Groveland	23½	30c.	2.15	
W. Newbury	26½	35c.	2.37	
Newburyport	30½	40c.	3.08	

HAVERHILL to SALISBURY BEACH*By the Haverhill & Amesbury Street Railway Company***From HAVERHILL**

TO	No. of Miles	Rate of Fare	Running Time H M.	For Branch Lines see page
*Merrimac	6	10c.	.35	
†Amesbury	11½	15c.	1.00	
Salisbury	15	20c.	1.30	103
Salisbury Beach	17½	25c.	1.45	

Through Cars

Lowell to Haverhill. Haverhill to Newburyport. Haverhill to Salisbury Beach. Cars may be taken at Salisbury Beach for a trip along the shore line to Hampton Beach. All the above points may be reached by the New Hampshire Traction Lines. (See page 97.) A line runs from Lawrence to Haverhill via Ayer Village, 11 miles, 10 cents, running time 45 minutes.

* Merrimac to Newburyport, 12 miles, 15 cents, running time 1 hour 15 minutes.
 † Amesbury to Newburyport, 7 miles, 10 cents, running time 45 minutes.

BRANCHES**From WINCHESTER**

TO	No. of Miles	Rate of Fare	Running Time H. M.
Arlington	3½	5c.	.20
Stoneham	3	5c.	.20
Wakefield	5½	5c.	.40
Reading via Stoneham	6	5c.	.40

From WOBURN

TO			
Lexington	4½	5c.	.30
Burlington	3	5c.	.15
Billerica via Burlington	9	10c.	.40
Reading	5	5c.	.30

From ARLINGTON

TO			
Winchester	3½	5c.	.20
Stoneham	6	5c.	.40
*Reading	9½	10c.	1.00
Wakefield via Winchester	8½	10c.	1.15
Woburn	5½	5c.	.35
No. Woburn	8	5c.	.49

From MALDEN

TO			
Chelsea	3	5c.	.10
Winchester via Medford	5½	10c.	.45
*Saugus Centre	6	5c.	.45
Franklin Park	3	5c.	.25
Cliftondale	4	5c.	.30
East Saugus	5½	5c.	.37
*Lynn	8	10c.	1.00
*Salem	18	20c.	1.45
Revere	5½	5c.	.33
Beachmont	7	5c.	.46
Woburn via Medford	8	10c.	1.00

* Through cars.

From MELROSE HIGHLANDS

TO	No. of Miles	Rate of Fare	Running Time H. M.
Chelsea	6½	5c.	.30
Stoneham	2	5c.	.18
Woburn	6½	10c.	.45
Saugus Centre	3	5c.	.15
East Saugus	4½	5c.	.22
Lynn	7	10c.	.45

From WAKEFIELD

TO			
Winchester	5½	10c.	.55
Arlington via Winchester	8½	10c.	1.15
Stoneham	2½	5c.	.15
No. Saugus	2½	5c.	.15
Lynnfield	5½	10c.	.30
Lynn	9	10c.	.52
So. Peabody	8½	15c.	.45
Salem	13	15c.	1.15

From READING

TO			
No. Reading	6	5c.	.20
No. Andover	12½	15c.	.52
Haverhill via No. Andover	17½	25c.	1.15
Arlington via Stoneham	9½	10c.	1.00
Stoneham	3	5c.	.20
Woburn	5	5c.	.30
Winchester via Stoneham	6	10c.	.40
Medford via Woburn	13	10c.	1.00
Medford via Stoneham	8½	10c.	.55
Winchester	6	10c.	.40

From Reading to Andover and Lawrence see page 92; to No. Andover, Bradford and Haverhill change at Andover.

From LOWELL

TO	No. of Miles	Rate of Fare	Running Time H. M.
Tyngsborough	7	10c.	.45
Chelmsford Centre	5	5c.	.30
Wigginsville	2	5c.	.20
Collinsville	3½	5c.	.22
Tewksbury	3½	5c.	.20
No. Chelmsford	4½	5c.	.30
Pawtucketville	2	5c.	.20

From LYNN

TO			
Cliftondale	4	5c.	.32
Beach Bluff	4	5c.	.22
E. Saugus	2½	5c.	.22
Swampscott	1½	5c.	.15
Marblehead	6	10c.	.45
So. Peabody	4	5c.	.30
Peabody	6	5c.	.40
Wyoma Lake or Wyoma Village	2½	5c.	.17
No. Saugus	5½	5c.	.30
Saugus Centre	3½	5c.	.32
Oaklandale	4½	5c.	.37
Franklin Park	4	5c.	.35
Malden	9	10c.	1.00
Melrose Highlands	7	10c.	.45
Stoneham	8½	15c.	1.00
Woburn	13½	20c.	1.30
Lynnhurst	3½	5c.	.23
Wakefield	9	10c.	.52

From SALEM

TO			
Marblehead	4½	5c.	.34
So. Peabody	4½	5c.	.25
Peabody	2½	5c.	.20
Danvers	4	5c.	.26

From SALEM—Continued.

TO	No. of Miles	Rate of Fare	Running Time H. M.
*Asylum Station	6½	5c.	.41
*Middleton	9	10c.	.48
*No. Andover	18	15c.	1.10
*Lawrence	21	20c.	1.30
Putnamville	7	5c.	.50
Danvers Centre	6	5c.	.40
Salem Willows	2	5c.	.15

From BEVERLY

TO			
Putnamville	9	10c.	.15
Wenham	6	5c.	.31
Wenham Lake	3½	5c.	.20
Peabody	4½	5c.	.45
Beverly Cove	2½	5c.	.20
Danvers Sq.	6½	10c.	.40
Danvers Centre	8	10c.	1.00
Asbury Grove	6½	10c.	.38
Asylum Station	8½	10c.	1.00
†Middleton	11	15c.	1.07
†No. Andover	20	20c.	1.29
†Lawrence	23	25c.	1.49

From GLOUCESTER

TO			
Riverdale	1½	5c.	.15
Bay View	5	10c.	.30
Annisquam	3	5c.	.23
Lanesville	6½	10c.	.40
Long Beach	2½	5c.	.15
E. Gloucester or Rocky Neck	3	5c.	.20
Rockport	4	5c.	.30
Pigeon Cove	6½	10c.	.52

* Through cars.

† Change cars at Danvers or Asylum Station.

From LEXINGTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Waltham	4½	10c.	.20
Woburn	4½	5c.	.30
Newtonville	7½	15c.	.20
Watertown	7½	15c.	.40
Newton via Bemis	8½	15c.	.50
Newton via W. Newton	9½	15c.	1.00

Change cars at Bedford for Concord, Maynard, Stow, Hudson and western and southwestern towns. (See note.)

From LAWRENCE

TO			
Methuen	2	5c.	.20
Andover	4	5c.	.30
No. Reading	9	10c.	.45
Reading	12½	15c.	1.00
Middleton	12	10c.	.42
Asylum Station	14½	15c.	.49
Salem, Mass.	21	20c.	1.30

From HAVERHILL

TO			
Ward Hill	3	5c.	.20
No. Andover	5	10c.	.25
Andover	9	15c.	.45
Reading via Andover	17½	25c.	1.15
Groveland	3	5c.	.15
Georgetown	6	10c.	.30
Byfield	9	15c.	.45
Dummer's Academy	13	20c.	1.00
Newburyport via Dummer's Academy }	18	25c.	1.30

From SALISBURY

TO			
Newburyport	2	5c.	.15
Seabrook, N. H.	2½	5c.	.15
Hampton Beach, N. H., via Seabrook }	6	10c.	.30

NOTE.—“By Trolley Through Western New England,” 10 cents.

From DUMMER'S ACADEMY

TO	No. of Miles	Rate of Fare	Running Time H. M.
*Byfield	4	5c.	.15
*Georgetown	7	10c.	.30
*Groveland	10	15c.	.45
*Haverhill	13	20c.	1.00

From DOVER, N. H.

TO	No. of Miles	Rate of Fare	Running Time H. M.
Central Park	4	5c.	.30
Somersworth	6½	10c.	.45
Rosemary	5½	10c.	.20
York Corner	12½	25c.	1.00
York Village	12½	25c.	1.00
York Beach	18½	30c.	1.30
So. Berwick	8	10c.	.30
Salmon Falls	7½	10c.	.30

From CHELSEA

TO	No. of Miles	Rate of Fare	Running Time H. M.
Woodlawn Cemetery	3½	5c.	.14
Beachmont	3½	5c.	.20
Everett	1½	5c.	.15
Malden	3½	5c.	.16
Melrose	4	5c.	.30
Melrose Highlands	6½	5c.	.30
Stoneham	8	10c.	.45

* Through cars.

THROUGH OLD HISTORIC ESSEX COUNTY

BOSTON TO LYNN, SALEM, GLOUCESTER AND AROUND CAPE ANN, WITH BRANCH LINES INTO THE WITCH COUNTRY AND ATTRACTIVE RE- SORTS OF THE SHORE

One of the most delightful trips which one can take is along the Atlantic coast, where the landscape and shore views are unequalled, and the colonial and provincial history of the shore towns is well preserved. From the Scollay Square station of the Subway the traveller boards a Lynn car, and riding through Charlestown, then across the Mystic and through Chelsea and a part of Revere, over the great salt marshes, across the inlets of which on the right may be seen the waters of the bay, the Saugus River is soon seen. Crossing the Saugus River drawbridge the car enters Lynn. The great plant of the General Electric Works is seen on the right, and on all sides are the great shoe factories for which Lynn is so famous. Before reaching the splendid library and City Hall, the car passes along South Common Street, on the right, the oldest church and first burying ground. Central Square is the terminus for all electric lines. These run in all directions, affording many pleasant side trips. (See Branch lines from Lynn.)

Continuing on the main line from Lynn, a Salem car is taken through upper Swampscott, past many fine residences on Lafayette Street, South Salem, the car after a short run reaches the terminus near Salem City Hall. Salem has many interesting branch lines and is, in fact, an important street railway centre. (See Branch lines from Salem.)

In Salem itself much of interest is to be seen, for it was founded in 1623, before Boston became a town. Here lived Hawthorne, Bancroft and other men of letters; here was the centre of the witchcraft delusion, and it was once



HAWTHORNE'S BIRTHPLACE
SALEM.



SALEM WILLOWS



THE COVE, SALEM WILLOWS



Custom House
Salem

the principal seaport in the New World. Of the historic houses, that of Roger Williams is on the corner of North and Essex streets; the Shattuck House, of witchcraft fame, is at 817 Essex Street; the Pickering Mansion, built in 1649, is at 18 Broad Street; and the house visited by Lafayette in 1784 and by Washington in 1789 is at 138 Federal Street. Hawthorne's birthplace was at 21 Union Street, and the House of the Seven Gables is at 64 Turner Street. Gallows Hill, where those convicted of witchcraft were executed, is at the head of Hanson Street.

Resuming the journey on the main line to Gloucester, a Beverly car is taken, running down Essex Street. On the right in Derby Square is the Salem Town Hall and Market, built in 1816, and just beyond is the East India Marine Hall, open to visitors free on week days and containing many scientific specimens and models of naval architecture. A little farther on, on the left, are the Cadet Hall, the Salem Athenæum and Library and the Essex Institute, the last-named containing a fine historical collection. In the rear of the Athenæum is a small wooden building said to be the first church erected in New England, of which Roger Williams was pastor. A short ride brings one to Essex Bridge, where a beautiful view is had of the surrounding country. It was here Washington alighted from his carriage, while on his way to the house of Hon. George Cabot, to admire what was in those days a remarkable structure. After the bridge is crossed the car enters Beverly, settled in 1626, and one of the most attractive summer residential sections on the North Shore. Here are the Roger Conant House and the Cabot mansions and the First Parish Church. The ancient burying grounds are worthy of a visit. The passenger, however, is likely to find more of interest in the splendid modern residences which are found in large numbers in this charming and well-kept town.

Continuing on the main line to Gloucester, and passing by well-kept farms and a diversity of beautiful and natural scenery, the car soon comes to Turtle Hill Park, where an observatory crowns a rocky hill; through Montserrat, a summer settlement, and crossing an arm



Wenham Lake



CHEBACO LAKE



SHIP YARD
Beverly



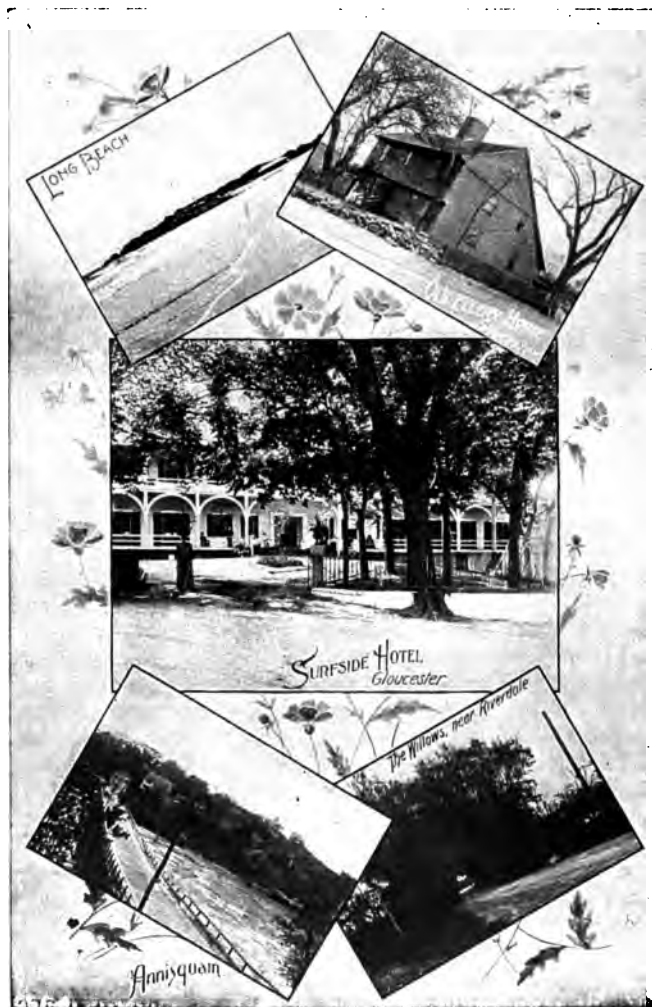
ASBURY GROVE



ABOT ST.
Beverly

of Longham Meadow with Rock Bald Hill rising on the right; then passing Thompson's Corner the car runs through a corner of Wenham and then into Hamilton. Running up and down a series of rolling hills rich in verdure, it soon reaches Crooked Lane Hill, where a line leads off to the left for Ipswich, Rowley, Newburyport, Exeter and other sections of Maine and New Hampshire. (See "Through Three States.") The Gloucester line crosses the town line in Essex, Chebacco Lake being seen on the right. Centennial Grove, a popular picnic ground, is located on the banks of the lake. The car then enters Essex Falls, one of the most charming rural villages in New England, over an old and picturesque stone bridge, which spans a pretty little stream, and along Martin Street into Essex, with its summer cottages and Town Hall and Library building, the gift of the late T. O. H. P. Burnham of Gloucester. Leaving the little village of South Essex behind, one is taken for some distance through pine woods with farmhouses in the occasional openings. Another pretty stream is crossed, and through a great natural granite gateway on Slough Hill the car runs to West Gloucester. Emerging from the woods upon a hillside, from which a charming glimpse is had of Annisquam, across the 'Squam River on the left; farther on a view is had of the rocky islands in the 'Squam. At Fernwood Lake another grand view is had of Annisquam and Gloucester. Crossing over an arm of the 'Squam River, which makes Cape Ann an island at high tide, Rocky Neck, Ten Pound Island and Eastern Point, with their lighthouses, are seen on the right as the car enters quaint old Gloucester, a village in 1625, the most famous fishing port in the world; and its "flakes," where fish are dried, and the homes of its "Captains Courageous" are worth an extended visit. The tourist who stops in Gloucester will find no place more delightful than the Surfside, with its splendid seaward outlook over a fine sand beach; reaching the heart of the city, where one is afforded an opportunity for a trolley trip around the Cape.

The trip around Cape Ann from Gloucester via Rock-



port and Pigeon Cove, returning by way of Lanesville, Bay View and Annisquam, occupying one hour and forty minutes, at a cost of only twenty cents, is a most delightful one, following as it does a rugged coast nearly the entire distance. The car for Rockport and Pigeon Cove is taken on the main street, and runs through a beautiful rural scenery, passing the old stone barn at Beaver Dam, thence over Baitcut Hill, where a magnificent view of the ocean is to be had, taking in the whole of the north of Massachusetts Bay. Descending the hill, Cape Pond Grove, with fine grounds, is on the right, and directly the car enters Rockport, running up streets with quaint, ancient houses standing between modern suburban cottages. On the left is Memorial Hall. Then through the business section of the town the car soon brings one to Pigeon Cove and among the cliffs overlooking the sea. The Cape Ann quarries are passed on the left, and from the car may be seen the great chasms from which granite has been taken for years. On the right, over the sheltered shipping, the rolling waters of the ocean merge from deep blue to a misty gray on the outer horizon. Far out may be seen the terrible trap in the open sea known as "The Salvages." Pigeon Hill is two hundred feet above the sea level, and from the eminence parts of the coast line of three states may be clearly seen. To the northward stretches away the New Hampshire coast, and the Isles of Shoals and the mountainous coast of Maine may be seen. Looking seaward, the broad expanse of ocean is an entrancing sight, and beyond Straitsmouth and Thatcher's Islands, with their lights, one must travel three thousand miles eastward to find another coast like that before him. It is only a short run on the return trip before one reaches Lanesville, from the hills of which there are extensive views of northern Essex and New Hampshire coasts. Going on to Bay View, one passes more of the great granite quarries, and as the car enters the little village many handsome summer cottages are passed. Continuing on, the line runs along the north side of the cape, coming to Annisquam, with its handsome villas and the picturesque cottages of the

fisher folk. Annisquam is much visited by artists in summer, and some famous paintings have had their origin here. Going back to complete the journey around Cape Ann, the line runs through the pretty summer village of Riverdale and reënters the quaint old city from which one started one hour and forty minutes ago.

There are two other lines out of Gloucester, one to Rocky Neck, East Gloucester, and the other to Long Beach, both popular resorts, with sea bathing on a sandy beach. At Long Beach there is a pavilion, dance hall, bowling alley, etc. Near this beach extends a rocky shore, where a beautiful sea view can be obtained of Thatcher's Island.

UP THE MYSTIC VALLEY

TWO ROUTES FROM BOSTON TO WINCHESTER, LOWELL AND NASHUA, N. H., PAST THE PICTURESQUE MYSTIC LAKES AND ALONG THE HIGHWAYS OF MIDDLESEX COUNTY

There are many different routes from Boston to the northern part of the state, all rich in natural scenery and historic interest. There is the "Paul Revere Route," passing through charming Lexington, or one may ride through the towns and cities of Middlesex County. Many beautiful rides may be taken through a country of picturesque and untamed scenery. The two routes hereinafter described are of unflagging interest to the traveller and will well repay him for the time expended.

Taking a car at the Sullivan Square terminal of the Elevated for Medford, passing by Mystic Trotting Park, the buildings of Tufts College are soon seen on the left, and crossing over Cradock Bridge, the car passes the old Butters and Wait houses, the ancient Town Hall and the brick Secomb House, built in 1756, the Wade Garrison House and the armory site. The Royall mansion house in this town tells of the splendid state of Isaac Royall, 2d, a Tory, who maintained a brick paved courtyard and servants' quarters. In the square a change is made to a car running through to Lowell without change. After a short run through a finely cultivated farming district the car enters the handsome residential town of Winchester, which is picturesquely situated near the Mystic Lakes, under the frowning heights of the Middlesex Fells Reservation. Winchester was formerly a part of Medford, West Cambridge and Woburn and was incorporated as a town in 1850. The handsome Town Hall and Public Library are in the centre of the town. Old colonial houses are found on many streets, among them being the country mansion



of Hon. Edward Everett on Mystic Pond, near the site of an old Indian wigwam.

From here side trips may be taken to Arlington and back to Boston, a beautiful trip through shaded woodlands, passing Mystic Lake on the left, to Arlington, through Massachusetts Avenue and Harvard Square to Boston.

Another line leads off to the right to Stoneham, where connection may be made to Melrose, Reading, Wakefield and other places.

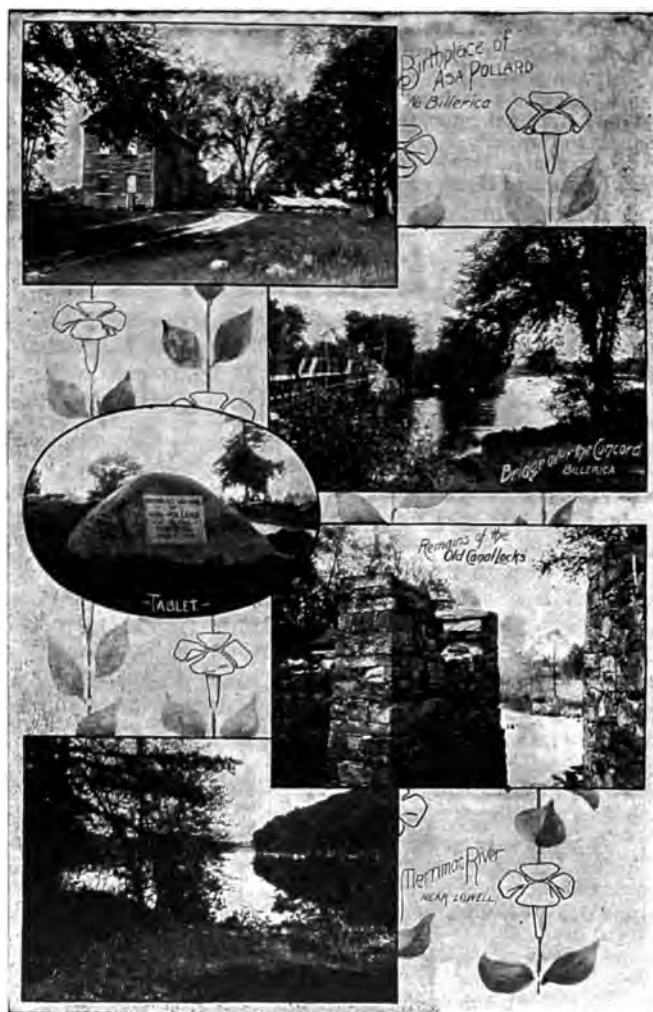
From Winchester on the main line the cars run north up the valley, with many charming views. Passing through farms and woods, the car arrives at Woburn, settled in 1630 and incorporated as a town in 1642, rich in historic annals from the first settlement. A fine collection of genealogical archives are in the Winn Public Library, well worth a visit.

At Woburn a line leads off to the left, running through Burlington to Billerica and thence to Lowell. Another line connects this town with historic Lexington, while one may go to the right on a third trolley journey to Stoneham, Wakefield and Reading.

It was in Woburn that the first tannery was established in 1642, and now grown to a large group of establishments, sending their product all over the country.

On the road to North Woburn is the old Baldwin mansion on the left, originally owned by Colonel Baldwin, who commanded a regiment in the Revolutionary Army. Continuing northward from North Woburn to Lowell, the trolley line passes Squaw Pond and along the famous "Ox-Bow" of the old Middlesex Canal, traces of which may be seen from the car. On entering Wilmington the car passes pretty suburban residences and attractive farmhouses, and also the "Tim" Carter House, said to be the oldest in Wilmington.

From here one may take a car for Billerica and Lowell. Entering the open country again one strikes the towpath of the almost forgotten Middlesex Canal, which connected Lowell and Boston by a water way in the early part of the century. The picturesque and grass-grown wasteways are seen at intervals. Following the old canal through the country where the cattle graze peacefully on the towpath, the swift electric car takes one past one of the largest cranberry bogs in the state and crossing the rushing Shawshen River. As the bridge is crossed, on the right are seen the ruins of the massive gray stone piers, all that is left of what was the great double lock of the canal.



After a pleasant ride through fragrant pines and over country roads, the car goes through East Billerica, and after a run through more woodland, reaches a high elevation from which in clear weather Mount Tom and Mount Wachusett in Massachusetts and Mount Monadnock in New Hampshire may be seen, while there is a fine nearer view of Lowell and its vicinity. In the little village of Billerica one passes the High School and the residence of Hon. Joshua B. Holden. Glimpses of the Concord River are had as the car runs through forest and fields, and just before entering North Billerica a tablet on a weather-beaten house on the right marks the birthplace of Asa Pollard, the first to fall at Bunker Hill. Crossing the Concord River and leaving the town behind, with its great Talbot Chemical Mills, the car goes through a part of North Chelmsford and enters Lowell, world-famous as the city of spindles. After passing the Fair Grounds and the Butler School on the right, the car goes between the new Courthouse and a large Catholic Church. Farther down the street it passes the Post Office and Federal Building and runs into Merrimac Square, the terminus for all the cars entering the city.

Continuing on the main line the car soon reaches Silver Lake, a very pleasant summer resort. There are many cottages near the lake, which is a popular resort of Lowell campers in the summer time.



Crossing the Shawsheen River and entering Tewksbury, the car goes by picturesque old houses, and also near the great "carnation farms," where millions of the fragrant blossoms are raised for the city markets. In the town of East Billerica are located the great buildings of the State Almshouse. From Tewksbury the car goes on to Lowell, world famous as the city of spindles, and on entering the city a fine view is afforded of the residential section before coming to the terminus at Merrimac Square, Lowell.

There are many pleasant short trips out of Lowell. The Pawtucket line runs up the left bank of the Merrimac for some distance, past a ferry to Tyng's Island, where the Vesper Country Club has its Clubhouse and golf links, to Tyngsboro, which had an important part in the Indian wars. The Chelmsford line runs to an historic town, with a cemetery, where lie many heroes of Revolutionary fame. That to Centralville goes to the "Yellow Meeting-House" and Dracut Oval,

famous for the international cricket matches. The Nesmith Street and Westford Street lines run through the aristocratic sections of the city, and the Fort Hill line goes through Belvidere, with its fine residences, to Fort Hill Park, from the summit of which there is a view for many miles in every direction.

There is a choice of two routes from Lowell to Nashua, both of which afford a diversity of scenery. The one via Lakeview Park runs across the Merrimac River, affording an extensive view of the great cotton mills, and the Pawtucket Falls, from which they derive their power, and after a short run reaches Lakeview Park, a popular summer resort maintained by the street railway company,



located on the banks of Lake Mascuppic, with all the usual park conveniences, all shaded by a magnificent grove which has been richly endowed by nature. Leaving the park, the electric runs through wood and field, past farms and pastures, following along charming Beaver Brook, and crosses

the Merrimac River into the city of Nashua, N. H., sometimes called the gateway of the "Switzerland of America."

The other route from Lowell to Nashua is via Pelham, N. H. Starting from Merrimac Square on a car marked Haverhill the ride is through a delightful rural country. For description of route to Pelham see "Lowell to the Sea," and from Pelham to Nashua see "Into the Granite State."

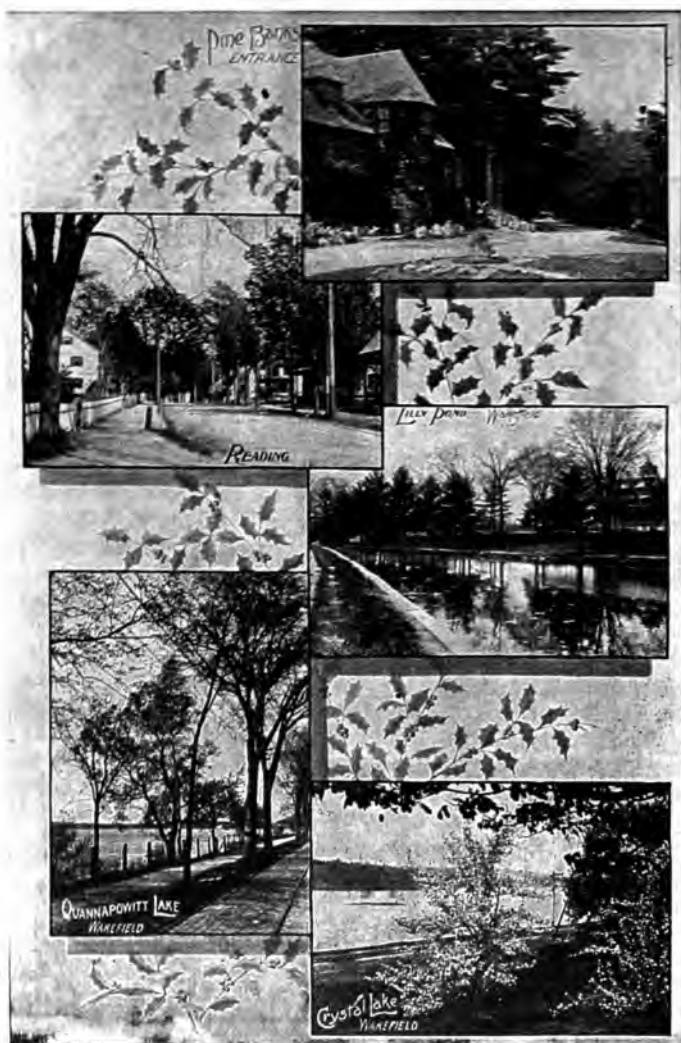
INTO THE GRANITE STATE

THROUGH MALDEN, MELROSE, WAKEFIELD, READING AND THE TOWN OF ANDOVER TO LAWRENCE AND NASHUA

An interesting ride is into the Granite State, with its many pleasant inland towns, beautiful lakes, rural scenery, and views of the beautiful Concord River.

Leaving Boston on the trip, by a Malden car at Sullivan Square terminal of the Elevated, and crossing the new Mystic bridge, a quick run over the hills of Everett brings one to Malden Square, Malden, incorporated a town in 1649. There are many beautiful buildings in Malden, among them being the Memorial Building, containing the Public Library of 30,000 volumes, and the Art Gallery. This was a gift to the town from the noted philanthropist, Hon. Elisha S. Converse, who also gave the site of the handsome brick High School building. Cars run from the square to all the surrounding towns.

Passing by Pine Banks Park, on the right, one of the finest pleasure grounds in America, the factories of the Boston Rubber Shoe Company are soon seen, with charming background of the Middlesex Fells Reservation. The car soon enters Melrose, formerly a part of Malden, which was established as Melrose in 1850. At Melrose Highlands a car is taken that runs through the picturesque little village of Greenwood with its many market gardens. Crystal Lake, bordered by attractive residences, is passed before the car enters Wakefield, formerly called South Reading, the name being changed in 1868, in honor of Cyrus Wakefield, who established the rattan industry and the great factories here. For nearly two miles the ride is along the shore of pretty Lake Quannapowitt, with many a winding turn, affording delightful views. About a mile from the lake the car enters Reading Square in Reading.



This was known until 1644 as "Lynn Village." Leaving the square for Lawrence, and running through Main Street, West Village in North Reading is soon reached. The old turnpike over which the car runs is sixty-six feet in width, and is a splendid roadway. At West Village the car crosses the Ipswich River and through a beautiful rural country, past Foster's Pond, to Andover an ancient academic town, settled about 1643 on the Indian lands of Cochichewick, which was bought from the natives for \$26.64 and an old coat. Andover was affected by the Indian wars and the witchcraft delusion. The buildings and grounds of the Abbot Seminary, founded in 1878, and Andover Theological Seminary, founded in 1808, are in the centre. At 147 Main Street, "America" was written. The extensive buildings of Phillips Academy are stretched out over a large campus on the west side of Main Street, and on the opposite side may be seen the Theological Seminary, near which is the Mansion House, the home of Harriet Beecher Stowe. From here lines run through to Bradford and Haverhill, on the south of the Merrimac.

Leaving Andover, the ride to Lawrence is a pleasant one with a wide diversity of scenery. Crossing the Shawsheen River to Free Village, passing over the state highway and through South Lawrence, a fine view of the great dam of the Merrimac River is seen, which furnishes the power to the great cotton mills. The car soon reaches Lawrence, founded in 1847 from parts of Andover and Methuen, and incorporated as a city in 1858. A great cotton manufacturing city, it employs many thousands of operatives in its large mills. Here is an important street railway centre, lines running to the beautiful towns of North Andover, Methuen, two lines to Haverhill; to Salem and Lynn via



Middleton; besides two lines running up the Merrimac Valley to Lowell.

From Lawrence to Nashua the run is through a settled section to Methuen, with its Memorial Hall, public library and church. Off to the right a splendid view is had of Greycourt, the palatial stone castle of Charles H. Tenney, below which is the tower of the great Searles estate across the valley of the Spicket River, from which a commanding view is had for miles around. From here the ride is a cool and refreshing one through a natural woodland unspoiled by the landscape architect; along over a perfect roadway among the shaded nooks, over hills and open reaches to Pelham Centre, where cars may be taken for Lowell. The ride from Pelham to Nashua is a delightful one through the forest of primeval pines and hemlocks. After leaving the junction the car mounts a range of hills and runs through a private way. The view from the elevation is inspiring, the chain of hills forming a complete circle. North Pelham, a small hamlet, is passed, and through a succession of panoramic views the car travels, while in the distance ahead may be seen the cluster of white houses which guard the little church at Hudson Centre. The business centre of the town is farther on, on the banks of the Merrimac, which the car crosses before it enters the bustling city of Nashua, the terminus of the line.

DOWN THE MERRIMAC VALLEY

From Lowell to the Sea, through the Great Cotton Manufacturing Cities and Towns, with Side Trips to Places of Historical Interest

Famous alike in song and story is the Merrimac Valley, the home of a score of writers who have won world-



Glen Forest, Lawrence, showing the Merrimac River

wide renown. The trip from Lowell down this valley, now the home of one of the world's greatest industries, — the cotton manufacture, — is of continual interest, and from Haverhill to the sea a choice of routes is open to the trolley tourist. The great manufacturing cities, the thriving towns and the places of great historical interest offer to the tourist a variety of charms, while the lovely valley itself is always beautiful in any time or season of the year.

The car starts from Merrimac Square in Lowell, crossing the river, with its magnificent water view, and then

runs along on the high bank overlooking the mills, the view of which when the windows are lighted at dusk is never to be forgotten. Passing through Ellsmere, the car goes into old Dracut, with its ancient "Varnum's Landing," affording a view of the high rock, "Deer Leap," on the opposite side, near the celebrated Hood stock farm. At the landing one may take a ferry across to the farm. Running along the river bank, the traveller comes to Glen Forest Park, a popular entertainment ground maintained by the street railway company, where the people of Lowell and Lawrence find amusements of all kinds. Leaving the pretty park on the banks of the Merrimac, the traveller enters Lawrence, founded April 17, 1847, from parts of Andover and Methuen and incorporated March 31, 1853, as a city. It is a great cotton manufacturing city, the mills employing many thousand operatives. The great dam across the river is one thousand feet long and has a fall of twenty-eight feet, and furnishes power to the mills. Here is an important street railway centre, lines running to the beautiful towns of Andover, North Andover, Methuen, Reading, and to Salem and Lynn via Middleton, besides the main line down the Merrimac Valley.

BRANCH LINES

Andover is reached by taking a car at the corner of Broadway and Essex Street, passing the Pacific Mills, and then across the river, where a fine view is had of the dam. Through South Lawrence the car goes over the state highway to Free Village and over the Shawshoen River to Andover. (For description of Andover see "Into the Granite State.") The town was settled in 1643 and was affected by the Indian wars and the witchcraft delusion. From Andover a line runs to Reading, one of the straightest roads in the state (see "Into the Granite State"); another line runs through to Bradford and Haverhill on the south of the Merrimac.

North Andover, Middleton, Danvers and Salem are reached by another line from Lawrence. (See "Branch Lines from Salem.")

Another line runs to Methuen, incorporated as a town December 8, 1725, when part of Haverhill and certain common lands were established as Methuen. Situated on the hills, it is reached by a third line out of Lawrence. The Nevins Library and the Soldiers' and Sailors' Monument, the gift to the town by C. H. Tenney, crown a beautiful hill. The Nevins, Tenney and Searles estates are well-known private grounds. LeFarge's masterpiece, "The Resurrection Morning," is in the First Church.

From here a line runs through Pelham to Nashua (for description see "Into the Granite State"), while another line runs to Canobie Lake Park, one of the most popular summer resorts in the Granite State. (For description see "Lowell to the Sea.") Another line runs to Haverhill, called the Short line. The car, leaving the city, runs over the Spicket River and through a neat German settlement. Leaving the outskirts of Lawrence, the ride is through a well-shaded section for some four miles before coming to the main line near Ayer's Village. (For description see "Lowell to the Sea.")

Continuing on the main line, the car leaves Lawrence along Essex Street, passing the Common, the City Hall and Courthouse, and over the Spigot River through a corner of Methuen and Fairview Village to the great Russell celery farm, from which a fine view is had to the right. Following the river, the old red barn on the Bradley farm, once a tavern, is passed, and running past Bradford Neck and Mitchell's Falls enters Haverhill, established as a town May 10, 1648. Through Washington Square the car goes to the transfer station, where connections may be made to all points of the Merrimac Valley. Haverhill is an interesting city, principally noted for its manufactures of boots and shoes. It was the Pentucket of the Indians and was purchased of them in 1642. It suffered much from Indian raids in later days, and it was here that Hannah Duston, whose exploit of killing her Indian captors was made famous, was taken. The first steamboat that ever floated on the Merrimac was built here, and Haverhill has been the birthplace of many distinguished men.

From Haverhill a line runs through South Groveland, crossing the Merrimac River, to the south bank and then going on to George-



town, where connections may be made for Byfield, Rowley, Ipswich, Salem, Boston and Newburyport. (For description see "Through Three States.")

As has been stated at the beginning of this trip, a choice of routes is open from Haverhill to the sea. Following the route on the south bank of the Merrimac, the car passes the old Spiller Garrison house on the left, built in 1690 out of bricks brought from England, and just beyond on the same side is the old powder house, built in the War of 1812. Then comes the almshouse on the right, and after passing Riverside Park the car goes over the river, where the steamer which plies between Haverhill and the sea loads its passengers from the open drawbridge. Going into Groveland, the car passes Perry Park on the left, and then comes to the great pleasure ground on the banks of the river known as "The Pines." Here are



"The Pines," Haverhill

boats, swings, a dancing pavilion and electric fountain and other attractions. From here the line runs on to West Newbury. Off to the right is Brown's Hill, from which may be seen a great panorama of farms and villages, while the eye may follow the broad Merrimac until it is lost in the dim blue of the Atlantic. The car continues along the south bank of the river through a beautiful farming country with occasional glimpses of the water, running into Newburyport, where the Merrimac widens to meet the sea.

Near the terminus of the line at Market Square was the house of "Goody Morse," who was convicted of witchcraft. From the corner of State and Pleasant streets the car passes the Catholic burying ground on the left, Atkinson Common, the Home for Aged Men, the Pillsbury place, once the home of Edward Rawson, who was secre-

tary for the Massachusetts Bay colony for many years; and the home of Lord Timothy Dexter, who acquired wealth by sending a shipload of warming pans to the West Indies, where the natives used the perforated lids for strainers and pans for sugar scoops. In Brown's Square, given to the city by Moses Brown in 1802, is the statue of William Lloyd Garrison. The city hall is across the street. Before turning into State Street the car passes the meeting-house of the first religious society.

HAVERHILL TO SALISBURY BEACH AND NEWBURYPORT

VIA

HAVERHILL & AMESBURY STREET RAILWAY

To the traveller of literary tastes the trip from Haverhill to Newburyport and Salisbury Beach via Amesbury is particularly interesting, from the fact that it takes the passenger the whole way through "Whittier's country."



Whittier's Birthplace

In going from Haverhill to the sea the north bank of the Merrimac is followed, the car running past Monument Square, the Universalist Church and the residence of Everett Gale,

who gave to the city Gale Park on Lake Saltonstall on the right. Passing by another city park on Kenzoa Lake on the right, and the Haverhill City Hospital and the city pumping station on the left, the car runs by Kenzoa Trotting Park and comes to Columbia Heights, the highest point of land in Essex County, affording a fine view of the valley of the Merrimac and the hills of New Hampshire. After leaving the lake the car comes to the homestead of John Greenleaf Whittier on the left,

where the "Barefoot Boy" was written. It is to-day almost as it is pictured in "Snow-Bound," for the Whittier Memorial Society of Haverhill takes great care in preserving the historic gift, and all the places of interest have been thoughtfully marked with tablets. A short ride brings one to Sanders Hill, from which a fine view is also had of the hills of New Hampshire on the left, as the car nears the dividing line between Haverhill and Merrimac. Crossing the line the car runs over Tucker's Hill, with another beautiful view and enters Merrimac Square, Merrimac.



From here there are two lines to the sea. One runs to Salisbury Beach, climbing over Pond Hill, from which is seen the stock farm of E. Moody Boynton, inventor of the bicycle railway, on the right in West Newbury. Half-way down the hill is the Thomas Chellis House, built in 1695, and just beyond a road leads off to the left to Lake Attitash, a popular summer resort, now accessible by electric from either Haverhill or Amesbury. Passing the old castle of Sir Edward Thornton on the right, and going by Union Cemetery, where Whittier is buried, the line runs into Market Square, Amesbury, where the poet lived from 1840 until his death.

Here connections are made with cars running through to Hampton Beach, and also to Exeter and Portsmouth. The line down the river continues through the great carriage manufacturing town, and after passing the Hamilton Mills, goes over Carriage Hill and by the Friends' Meeting-House, and soon enters Salisbury, where the Passaconaway Indians left great heaps of clamshells as reminders of their ancient feasts which were held here. The car runs on through East Salisbury to Salisbury Beach, a fine beach six miles long, a popular summer resort, with the full shore, Hampton River and the Isles of Shoals in sight. This is one of the finest of the Atlantic coast beaches, and is noted as the place where James T. Fields, Bayard Taylor and John G. Whittier camped out, the event being immortalized in Whittier's poem, "The Tent on the Beach."

The other line from Merrimac runs along the north bank of the Merrimac, passing the "Captain's Well," through a farming district, by the Brick Barn, the birth-place of Josiah Bartlett, one of the signers of the Declara-



Chain Bridge

tion, and
row the Old
Ladies'
Home. The
Merrimac
is crossed
by the chain
bridge,
erected in
1792 and re-
built in 1810,
thence to
Deer Island,
the home of
Harriet Pres-

cott Spofford, and, passing the old shipyards, arrive at Newburyport, passing a stone post at Middle and Independence streets, surmounted by a bomb shell brought from Louisburg after the siege, and at School Street the old South Church, where George Whitefield is buried, and near is the

home where William Lloyd Garrison was born. After a short run over the marshes the terminus is reached at Plum Island, a very popular place during the summer season.

From Newburyport to Parker River the car runs up State Street,

passing on the right the Public Library, erected in 1771 by Patrick Tracy as a residence for his son Nathaniel, a merchant shipowner, who attained wide prominence.



The Old Church, Newburyport

Washington

occupied apartments in this house in 1789, and Lafayette was entertained here in 1824. Some of the rooms retain their original character. Next to it is the Young Men's Christian Association building, while directly across is the Whitefield Congregational Church. As the car turns into High Street a good view is had of Washington Park, off to the right, while on the left is the Putnam Free Public School, one of the earliest and most liberal institutions of its kind. Passing through some beautiful residences, with their well-kept lawns, one soon enters Newbury Oldtown, passing the Ilsley House, built in 1670 and at one time a tavern; near by was the Blue Anchor Tavern, the most important of early inns. Passing on the right "Trayneing Green," where soldiers in the Quebec expedition, under Benedict Arnold, in 1775, were encamped, and beyond on the left may be seen the chimneys of the Spencer-Pierce House, also called the Garrison House. The old burying ground of the First Parish, on the left, in which are buried many of the old settlers, is passed; and then one is taken through a beautiful farming country, sweet

with the scent of apple blossoms, and the salt sea marshes, before reaching Oldtown, a pretty summer resort, located on the bank of the Parker River, and the home of many



"Trayneing Green"

notables in the early days, who were celebrated for their lavish entertainments and the remarkable number of persons famous in war, law, politics, literature and the pulpit.

LOWELL TO THE SEA

A delightful Ride through quaint New England Towns to beautiful Canobie Lake Park and noted Hampton Beach, making good connections for Lawrence, Haverhill, Amesbury, Newburyport and Salisbury Beach

One of the greatest street railway systems of Eastern New England is comprised in what is known as the New Hampshire Traction Company's electric lines. By means of the various links in this system all the cities and towns of the Merrimac Valley and the southern section of New Hampshire are bound in a network of trolley lines. The company enjoys the distinction of having one of the most popular street railway parks in the world. The main line of the system runs from Lowell, Nashua, Lawrence and Haverhill to the sea, skirting the boundary line of the two states several times in making its direct progress down the Merrimac Valley.

Starting from Merrimac Square, Lowell, on a car marked "Haverhill," one is carried across the Merrimac River, lined on either side to the left by the great factories, while Fort Hill Park looms up to the right. Continuing through Dracut, with its blockhouse and memories of Indian warfare, the car passes over a private right of way to the New Hampshire town of Pelham, which was once a part of the Masonian Grant, and although within thirty miles of the capital of New England was not settled until 1722 and incorporated in 1746. From here a line of the same system runs off to the left to Nashua, N. H. (For description see "Into the Granite State.")

Again over private right of way the car goes to Point A Junction, where one may take a car for Lawrence. (See "Into the Granite State.") A short run beyond the junc-

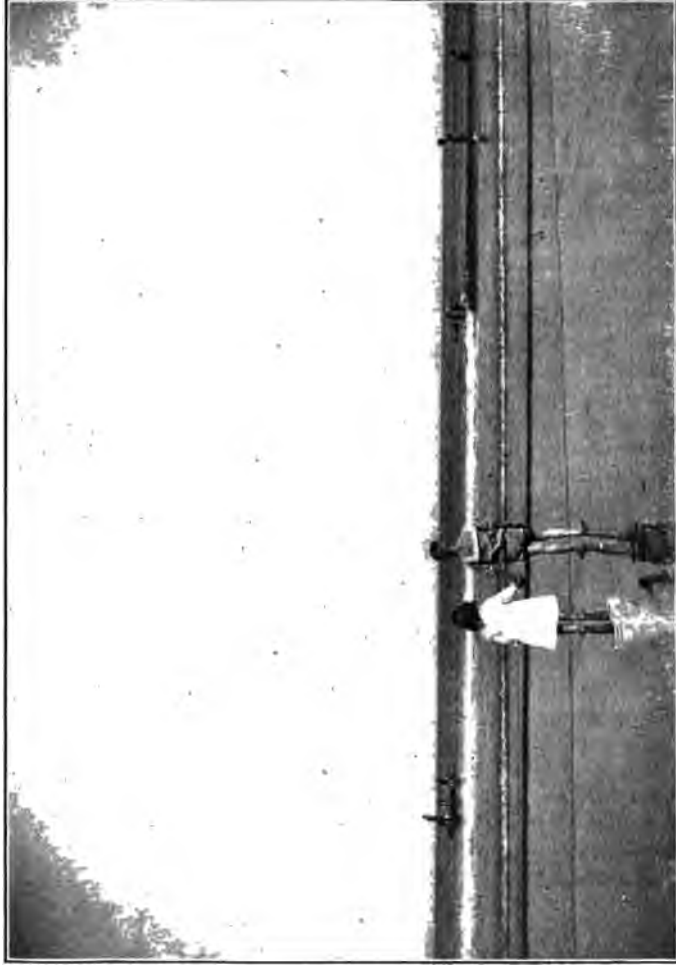
tion brings one to Canobie Lake Park. This attractive resort is an ideal spot for rest and recreation, for nature and man have joined to make it attractive. This fine domain, recently opened to the public, has within its



bounds fifty acres of park land, divided between stately forest, sweeping lawn and grand flower beds, separated by wide walks and promenades, and curving to the shore of a magnificent body of clear water three hundred and

eighty-five acres in extent. The buildings that have been placed over the grounds in accordance with a prearranged artistic design are the best that have ever been erected in a public park. They are constructed of the finest materials, skilfully built and beautifully finished, and are painted in an artistic color scheme that harmonizes with their surroundings. There is the large Japanese theatre with its acres of seats shot through by the trunks of the forest monarchs, over which is an immense varicolored awning that sways with the breeze, but keeps the stray beams that flitter through the trees from annoying the large audiences that assemble to enjoy the theatrical performances. The dancing pavilion, open on all sides to the breeze, yet sheltered and surrounded by a wide roofed promenade, has a highly polished floor of large dimensions. The restaurant is unique in that it is arranged in the shape of a St. George cross, so that all the rows of tables are near to the windows and the breeze. The service is perfect and the cuisine varied. Among the other attractions at the park is the fine assortment of boats and canoes, fishing skiffs and pleasure launches. A giant roller coaster and a merry-go-round are near the entrance to the park and are the delight of the children and young folks. The athletic arena for the exclusive use of the patrons of the park has one of the finest ball grounds in the New England states, and an amphitheatre with a capacity of many thousand seats. A private picnic ground with a large shelter tent is provided for parties that desire to have their crowd together and yet want to enjoy all the privileges of the park. Swings, benches and rustic seats are scattered over the park in profusion, and everything that will add to the comfort and pleasure of its patrons has been provided by the management.

Leaving the park the traveller soon comes to Salem Centre with its great elms forming an archway over the highway. The town was made from parts of Haverhill, Dracut and Methuen and incorporated in 1752, the charter being confirmed by the Masonian Proprietors in 1759. Continuing through a section of substantial New Hamp-

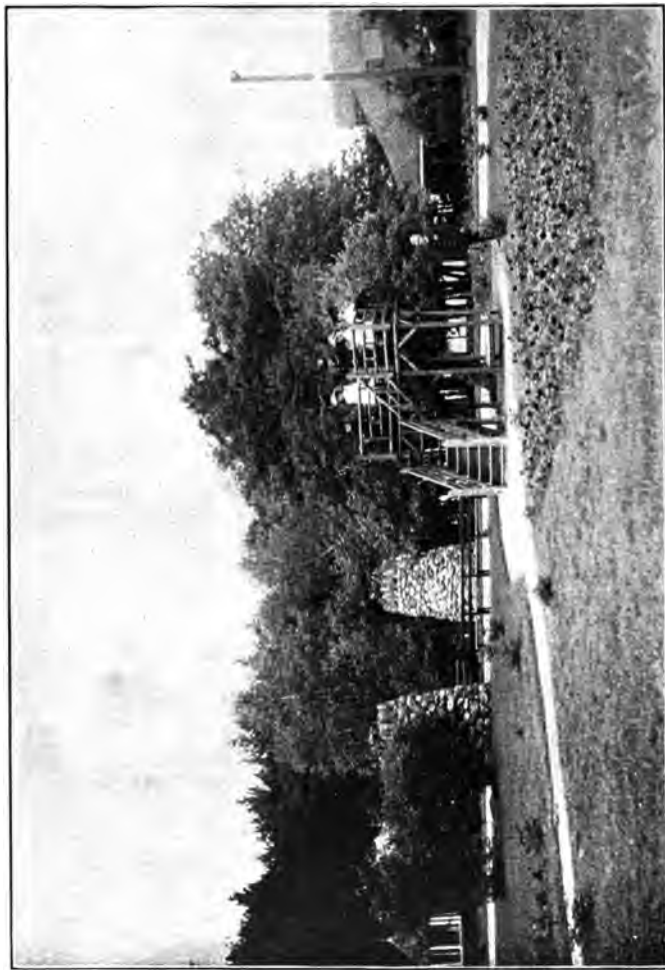


Hampton Beach

One of the finest stretches of sloping sand beaches on the Atlantic coast

shire farms with apple orchards in abundance, one comes to Ayer's Village, a typical Massachusetts community, where a line runs off to the right to Lawrence. (For description see "Down the Merrimac Valley.") From here to Haverhill the ride is through a fertile farming country, with many pretty little farmhouses scattered along the roadway, and presently the city of Haverhill may be seen ahead. Passing the Tilton Tower on the right, from which a commanding view is had of the surrounding country and the ocean, one reaches Haverhill, where a change is made to a through car over the same system that runs to Hampton Beach, connecting for Hampton, Exeter and beyond. Passing through City Hall Square, in the centre of which is the monument of Hannah Dustin, of Indian War fame, one is soon in the open country with rolling hills, over which the car swiftly moves, affording splendid views of charming scenery and picturesque spots on every side. Before entering Plaistow the car goes over a high elevation, from which the little village of Atkinson, purchased from the Indians in 1642, may be seen on the left. Plaistow was set apart from Haverhill and incorporated as a town in 1749. Passing the car station of the company and running through Newton, a little village which sent many of its early settlers to the battle of Bunker Hill, one comes back into the Bay State again, in the outskirts of Amesbury, passing Lake Attitash, charmingly described by Whittier. Entering Amesbury one passes on the right the little white Quaker meeting-house, which Whittier attended, and a little farther on, on the same side, was his home. Running into the business section of the town, the car passes between the great Amesbury mills to Market Square.

There are two lines north from Amesbury, one to Exeter and Portsmouth by the route described "Through Three States." The other is through Seabrook to Hampton Beach, a popular summer resort. The ride from Amesbury to the beach is a lovely one, with beckoning woodpaths and running brooks on either side. The whiff of the salt air invigorates the nostrils as the car enters Seabrook, where a Quaker meeting-house was built in 1701. After



Canobie Lake Park, Salem, N. H.
The Pleasure Ground of the New Hampshire Traction Company's patrons

leaving Seabrook the car runs over the waving salt marshes and a new bridge nearly a mile in length, built by the street railway company, affording a grand sea view, to Hampton Beach, a famous beach of the New England coast, with large hotels and summer cottages. Boar's Head, near here, is a bold bluff seventy feet high, projecting into the sea from a stony strand, and affords a perfect view of the sixteen miles of New Hampshire coast with the line of coast along Essex County. On the south may be seen the rugged coast of Cape Ann, while to the north is Mount Agamenticus with the Isles of Shoals to the northeast. The beach is a gradual slope of sand, and here the street railway company has erected a large Casino.

This Casino contains everything that a day's or a season's enjoyment might demand. There is a beautiful theatre, where vanderbilt and other performances of the highest grade are given; an immense convention hall, used afternoons and evenings for dances, with the assistance of a full orchestra; large bathing accommodations and facilities, with hot and cold fresh water showers, two hundred bathrooms and easy access to the surf; splendid café, where anything may be ordered with the assurance of perfect cookery and satisfactory service; a long dining room, where is served the finest coast dinner obtainable; concerts three times daily, by a brass band of over twenty pieces; shooting lodge, athletic oval and all the minor facilities in the way of amusement and refreshment that tend to make one's stay more enjoyable.

From Hampton a line follows the shore, past Little Boar's Head, through Rye to Portsmouth. In returning one can take the car at the beach for Hampton or Exeter and change at Hampton to a car for Amesbury and Haverhill.

THROUGH THREE STATES

A Trolley Trip which Takes One into Massachusetts, New Hampshire and Maine, along the Picturesque Seashore and to the Eastern Summer Resorts

The trolley has formed a grand trunk system along the coast of Massachusetts, New Hampshire and Maine.



Saltonstall House, Ipswich

Ancestral home of the famous Saltonstall family, built 1635

A remarkable change has taken place in the aspect of the towns and cities so connected, embodying the best of our new American life. It is now possible to ride from Boston to York Beach, Me., and also via Portsmouth to Dover, Rochester and Somersworth, N. H.

The Lynn car taken passes through Charlestown,

Chelsea, Revere, Lynn, Salem and Beverly, by a route fully described elsewhere. A fine view is afforded of much of the most beautiful part of old Essex County, and the Gloucester line is followed as far as Crooked Lane Hill, where, instead of going on to the right to Cape Ann, the car turns to the left and finally enters Ipswich. This place was incorporated as a town in 1634 from a part of old "Aggawam." The first permanent settlement was made



The Governor Dummer House, Byfield, built 1709

in 1633 by John Winthrop, Jr., and twelve others. The First Congregational Church, organized in 1634, and beautiful Sagamore Hill in Hamilton, formerly a part of Ipswich, are seen on the right. The car enters the square called South Green, with the Old South Church upon the right. Crossing the Ipswich River and past the Hosiery Mills into Central Square, the Soldiers' Monument and the Manning and Grammar schools are on the right. Soon the car passes the Payne School and the old Ipswich burying ground, where the early settlers of the town are buried. At High Street crossing a change is made to the

cars of the Georgetown, Rowley & Ipswich Street Railway. The car runs over a series of hills, and from Egypt River Hill a beautiful view of the surrounding country is had. Descending the hill, the Ipswich pumping station and water works are passed, and Prospect Hill may be seen. Soon the car enters Rowley, settled in 1638 and incorporated September 4, 1639. The First Church was organized in 1639.

Passing the Common, the Eagle House, the burying ground and the Baptist Church, the car goes to Bailey's Corner and Foss's Corner, over Town Brook, past Dummer's Gristmill and the old stone bridge. An old milestone marks the bordering line between Rowley and Byfield. This is the seat of Dummer Academy, founded, in 1763, by a bequest by Lieutenant-Governor Dummer, and where the car stops stands a milestone erected in 1708.

From Byfield a line of cars runs to Georgetown and Haverhill. This car turns off to the left at the academy, passing "Fatherland Farm," a noted place owned by A. B. Forbes of Springfield, past Parker River, Newbury Falls, the Byfield Woollen Mills and the Byfield station of the Boston & Maine Railroad. On passing Gorham Jewett Corner the Georgetown line is reached, with Pentucket Lake on the right. Passing the Perley Schoolhouse and the Baptist Church, the car runs into Georgetown Square

Georgetown, incorporated in 1838, was the western part of Rowley. The highest land in the county of Essex is Bald Plate. From this elevation an extensive view may be obtained of the valley of the Merrimac and the beautiful town of Haverhill. The Leighton and Fletcher houses being passed, the line runs north past York Club Grove, a noted pleasure resort on Pentucket Lake, and then two miles through the woods, passing Rock Pond, enters South Groveland, where a road runs from Parker's Corner to Johnson's Pond. On this pond is a pleasure resort, the Grove, which is reached via a little steamer line.

Returning to Dummer Academy to keep on the main

line to the north, leaving the academy the car crossing Parker River over Thurlow Bridge, runs through the eastern part of Newbury, past the Town Hall, along the old turnpike. The Boston & Maine Railroad tracks on the right are crossed on a trestle bridge, and the car enters Newburyport. Running through State Street, past Newburyport burying ground, the famous Wolf Tavern, the Young Men's Christian Association building and the Public Library on the left, the terminus of the line is reached. At Newburyport a change is made to cars which run through Salisbury, Seabrook, Hampton, Hampton Beach and Exeter, N. H.

At Newburyport cars may be taken for Haverhill, Salisbury Beach, Plum Island, Amesbury and Merrimac. The line connecting with the Exeter car runs through an open country with seaward views, crossing the recently established Massachusetts-New Hampshire boundary, and soon comes into the little town of Seabrook, which derived its name from the many brooks which run through it to the sea. It was originally a part of Hampton Falls and settled as early as 1638, and was troubled by Indian warfare. From here a line runs to Hampton Beach on the right, while to the left one may go to Amesbury and sections of southern New Hampshire. For description see "Lowell to the Sea."

A ride of about fifteen minutes from Seabrook brings one into the pretty village of Hampton Falls, formerly a part of Hampton, incorporated in May, 1718. In 1770 this was the leading manufacturing town in the state. The town has a large monument erected by the state to the memory of Meshech Weare. At George Tavern took place the conferences in which the boundary dispute between New Hampshire and Massachusetts was discussed, ending in the final surrender of twenty-eight towns to New Hampshire. Leaving the town and passing over the great salt marshes which surround it, a fine view is had of Hampton Beach off to the right. Then the car enters Hampton, passing the Gen. Jonathan Moulton house and

the Toppan or Garrison house, and running between giant oaks which furnish shade much of the way into the little square where the Whittier Hotel, known in stagecoach days as the Union House, is located. This was the half-way house of the stage line from Newburyport to Portsmouth. Hampton abounds in gray old colonial mansions, and is traversed by broad and pleasant roads. It was settled in 1638, on the Indian domain of Winnicummet, and was long exposed to Indian attacks. The traveller will find much that is pleasant and interesting in this old town.

From here a branch line runs off to the right to Hampton Beach, a particularly attractive journey in summer, where the color studies are such as will delight the soul of an artist.

The main line from Hampton runs through a prosperous farming country, along an elevation commanding delightful views to Exeter, founded in 1693 by Rev. John Wheelwright, who had been banished from Massachusetts for his alleged heretical doctrines. Its early name was Falls of Squamscott; for many years it was the capital of the state. The Legislature and Committee of Safety held here many sessions during the Revolution. It is now the county seat of Rockingham County. It suffered much by attacks from Indians. Exeter Academy is one of the oldest American schools. On Front Street a large boulder marks the spot where Whitefield preached his last sermon. In the city proper the car makes a complete circuit, passing the Town Hall, Public Library, Courthouse, Academy, site of Gen. Enoch Poor's house and other points.

Leaving Exeter on the way to Portsmouth, the car passes over the Squamscott River and through its shaded streets of elms into the open country, with farms backed up by ranges of hills in the distance. Before reaching the town of Stratham the car reaches a high elevation, from which a grand view is had of the small towns of Newfield and Newmarket as they restfully nestle among the trees over the valley of the Squamscott. Newmarket was set off from Exeter as a parish in 1727. Mrs. Fanny

Shute, who died in this town in 1819, was taken when thirteen months old by the Indians, and disposed of to the French Canadians, with whom she remained for thirteen years before being restored to her friends. After a short run the car reaches Stratham, located in a picturesque spot affording many excellent views. This town was originally a portion of the Squamscott Patent granted to Edward Tilton in 1629 and known as Winnicutt; it was incorporated as a town in 1715, the first meeting being held April 10, 1716.

Leaving this quiet little town the car increases its speed and the air becomes more refreshing and the scenery more charming as the passenger is carried through a prosperous farming country, with the waters of the Great Bay off to the left and Stratham Hill on the right, from which a view can be had seaward and the New Hampshire mountains are seen to the north. Entering Greenland after passing over the Winnicutt River, the car passes on the left the old Block House, said to be the oldest brick house in New England. The row of neat houses along the well-shaded roadway and the "Parade" are attractions to the eye. Greenland was set off from Portsmouth in 1704 and granted full town privileges in 1721. The orchards and gardens of this town are very valuable and yield an annual profit to the farmers. Coming out of the village into an open farming country, and passing the Standpipe and Powder House, you soon enter the historic city of Portsmouth.

From Portsmouth a line runs through Kittery and Eliot to Dover, N. H., there connecting with a line to Somersworth and Rochester. From Dover a line also runs through to York Beach.

The line from Portsmouth not only gives many delightful views of the wild and rugged shores of New Hampshire and Maine for miles, but takes one through a succession of picturesque spots, for the villages of Kittery, Kittery Point, Sea Point, Seabury, York and York Harbor are all full of old colonial houses, ancient burying grounds and historic places. York is famous as a summer resort.

BRANCH LINES OUT OF LYNN

LYNN TO LYNN WOODS, CLIFTONDALE, MALDEN, NAHANT BEACH, EAST SAUGUS, PEABODY, DAN- VERS, MARBLEHEAD AND SWAMPSCOTT

Lynn is the terminus of many branch lines, all of them delightful and well worth visiting. One of the many pleasant trips is to Lynn Woods, where connections may be made with lines for Wakefield, Reading, Lowell and many other places. The Lynnhurst car taken runs through the business and manufacturing districts, and then through the residential part of the city, passing the Reservoir and pumping station on the left, and Breed's Pond on the right before arriving at the main entrance of Lynn Woods. This park, the largest in the country in proportion to the adjoining population, is a part of the Metropolitan Park System, and has many and varied attractions. If it is desired to return to Lynn another way a walk to Glen-Lewis Pond will bring one to cars running back to Lynn via Wyoma Lake and Wyoma Village.

Cliftondale and Malden are reached by another line from the square, the car running through open farming country in Saugus and then through East Saugus and Cliftondale, passing Franklin Park Trotting Park before entering the residential portion of Malden.

Nahant Beach, famous for its handsome residences, rocky cliffs and its fish dinners and seashore attractions, is reached by a short run from Central Square or the railroad station by another electric line.

East Saugus and Saugus Centre are reached by still another branch which runs from Lynn through a country of market gardens, orchards and farms, the line continuing on to Melrose, where connections may be had for Lowell, as well as other points in the Mystic Valley.



REBECCA NUNES HOUSE
Daguer



Peabody Sq & Monument



Denney Tavern, Denney



ROGERS GATE
Peabody Cemetery



Peabody Institute, Peabody



Peabody and Danvers are reached by electric lines from Lynn as well as Salem. Both are quaint and interesting towns. The line from Central Square, Lynn, after leaving the business section of the city, passes Spring, Brown's and Bartholomew ponds, with their semi-public picnic grounds. At the last-named pond a short walk brings one to Ship Rock, the largest boulder in Essex County. Passing through South Peabody the car runs into Peabody, named for George Peabody, the great London banker and philanthropist, who was born here. The Peabody Institute on Main Street contains many interesting relics, including the portrait of Queen Victoria given by her to Mr. Peabody. In the square is a monument to the minutemen of Peabody and Danvers, near the site of the famous Bell Tavern. In the square is the Old Berry Tavern, a popular place for trolley parties. On the line from Peabody to Danvers, at a place called Roger's Gate, there is a magnificent view of the surrounding country. One may look across the valleys for miles; Beverly, Danvers and Wenham and other neighboring towns are seen in the distance. The line continues to Danvers, settled in 1628. Here the witchcraft delusion flourished in 1692, and the Rebecca Nourse house may be seen, while near by stands the monument in her memory, as one of the victims with Giles Cory, John Proctor, Rev. Mr. Burroughs and others who suffered death on Witch Hill. The ancient homestead of the Putnams, where Israel Putnam was born, is carefully preserved, with the chamber containing the original furniture. The Governor Endicott House, Endicott Pear Tree, Colonel Israel Hutchinson House, ancient Nichols House, Oak Knoll, Whittier's House, and many other interesting places of other days may be seen in the town, as well as many town and private burying grounds on the old estates.

Lines run from Danvers Square to Asylum Station, where connections may be had for Lawrence and other points along the Merrimac Valley, via Middleton.

Marblehead and Swampscott are reached by one of the lines running along the seashore from Lynn. From



Central Square, Lynn, the car follows the boulevard on Broad and Lewis streets, through the residential district of the city, passing into Swampscott between the well-tilled farms on the left and the open sea on the right, with surf breaking on the rocks below. Through Swampscott the line passes many handsome summer cottages, going past King's Beach, which affords fine surf bathing. Egg Rock is seen across the water, and passing Beach Bluff and Clifton Heights the car enters quaint old Marblehead, with its crooked streets, where connections may be made with barges and the ferry for the pleasure grounds at Marblehead Neck, the car running through the town to Fort Sewall, with its magnificent ocean view. Marblehead was part of Salem until 1648, and was once the most important fishing port in the state. Off Fort Sewall several important naval engagements with England took place. The Town Hall was built in 1727, and in Abbot Hall are many interesting historical objects, including the famous painting, "The Spirit of '76." On Orne Street are the Fountain Inn, the Agnes Surriage well and old Burying Hill. Near the road to Marblehead Neck is Crow Fort, of Revolutionary fame, and near the car houses was once an Indian fort. On the same street as Abbot Hall is the Church of St. Michael, built in 1714, and the residence of Elbridge Gerry. Burying Hill, where the first settlers are buried, in the earth, here and there, between the rocks on the summit of the hill, is well worthy of an extended visit, for here one will read the quaint epitaphs of the names of the soldiers of the early Indian wars and soldiers and sailors of the French and Indian wars and that of the Revolution. Old Fort Washington is situated on this hill.



BRANCH LINES FROM SALEM

SALEM TO SALEM WILLOWS, LAWRENCE, MIDDLETON, NORTH ANDOVER, MARBLEHEAD, PEABODY, DANVERS AND LAWRENCE

Salem, so rich in historical features and once the centre of the witchcraft delusion, is so teeming with inducements that it more than repays the visitor in its bits of history which have been so carefully preserved. It is



Fountain Inn and Agnes Surrage Well, Marblehead

the terminus of many branch lines that pass through beautiful country scenery. One line goes to Salem Willows, a very interesting ride. Salem Willows is a great sea-shore resort with many

attractions, the most popular of which is the double row of willows from which it takes its name. Leaving Salem, the car passes the East India Marine Hall and the Essex Institute, coming to Salem with water on both sides. Nearing the Willows, the city farm is passed on the right, and on the left is the hospital, beyond which are the ruins of old Fort Lee, built in 1699. Opposite the cove are the ruins of old Fort Pickering and Winter

Island, occupied by the Plummer Farm School and the government. Other branch lines from Salem run to Marblehead, Peabody, Danvers and Lawrence.

From Salem a branch line runs through without change to Lawrence, by way of Danvers and North Andover, and on this line will be found much of scenic and historical interest. The car taken runs out past the Golf Club grounds to South Peabody and then to Middleton, a rural town incorporated in 1728. In this town is Middleton Pond, a beautiful

sheet of water covering one hundred acres. From Middleton the car runs into North Andover, which is full of historic houses. Here were once the homes of Anne Bradstreet, the first poet of the Merrimac Valley; Hon. Moody Bridges of the Continental Con-



General Putnam's House, Danvers

gress; Dr. Thomas Kittredge and six succeeding generations of physicians; and Phillips Brooks, Wendell Phillips and Dr. Oliver Wendell Holmes. A short run from here and the car crosses the Merrimac River and reaches its terminus in the city of Lawrence. This ride from Salem to Lawrence is one of the most beautiful that can be taken. The line passes through shady sections of farming country, over a perfect roadway, having a diversity of hills, dales and rippling streams.

BRANCH LINES FROM BEVERLY

BEVERLY TO BEVERLY COVE, WENHAM AND ASBURY GROVE

One line runs to the oldest summer resort of the North Shore, Beverly Cove. The route brings the tourist through beautiful estates with fine groves and scenery. The beaches are approached from the car line by short streets leading directly to the sea.

Another line from Beverly is to Wenham and Asbury Grove. Passing beautiful estates laid out with high landscape art, the car soon reaches Wenham. Soon the grounds of the Myopia Hunt Club are seen. From Hamilton railroad station to Asbury Grove is only a short trip. The Grove, a summer retreat, is where the Methodist camp meetings are held.

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HON. HENRY M. WHITNEY,

Pioneer in Electric Railways in New England.

(See page 14.)



WITHIN the past few years Derrah's Street Railway Guide has become familiar to thousands of people. Other guides have been published, but the public relies for accurate and definite information upon Derrah's. Why is this?

It is because, from the very first, the publication of Derrah's Street Railway Guide has not been a side issue nor an advertising scheme. The Editor has been connected with the street railway business for the last fourteen years, and published the first map ever issued showing the existing and projected street railway lines in any state in the Union. He originated the first trolley trip from Boston to New York, and personally conducted a party in special electric cars from Boston to the New York City Hall.

He was the originator and the first secretary of the New England Street Railway Club, one of the leading technical organizations of New England, and was the originator and editor of the New England Street Railway Club Bulletin.

He has compiled and published Derrah's Official Street Railway Guide for Eastern New England for eight years. In that time he has travelled over all the street railways in New England, and there is not a nook or corner of this section reached by the trolley lines with which he is not familiar.

In order to keep abreast of the latest developments of electric rail-roading he made a trip of ten weeks on electric lines from Boston to Michigan, studying the opportunities afforded for sight-seeing, and the facilities for pleasure travel, on different lines and returned home satisfied that here in New England we have the greatest opportunity for the development of pleasure travel that exists anywhere in this country. It is for the street railways to develop that opportunity.

Like most people, he has made mistakes, but has never tried to fool the public. The people who have patronized Derrah's Guide have found that out.

That is why Derrah's Street Railway Guide holds its popularity over all others.

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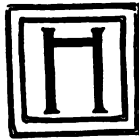
BY TROLLEY
THROUGH
WESTERN NEW ENGLAND



COMPILED BY
ROBERT H. DERRAH
BOSTON, MASS.
1904

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ROBERT H. DERRAH

INTRODUCTION



ALF the enjoyment of any pleasure trip depends upon the preparation which has been made for it in advance. To know not only where you are going, but also what you are to see en route arouses that anticipation which alone allows you to fully enjoy the objects and places seen. A railroad journey without a time-table would be prosaic enough. How much more so then is a long distance trolley trip without a guide to put you on the watch for the interesting places before they are reached. Anticipating them, you bestow on each your undivided attention for the moment, thus insuring a memory picture far more vivid than would otherwise be possible.

It is not with the trolley trip as with the steam railroad journey. For, while you do whiz along, the speed is not so great but what you have full opportunity to adequately "take in" all that is included in the range of your vision. The advantage of the trip, remember, is not alone that you arrive at your destination, but that every moment of the going affords new and ever-changing pleasure in all that pertains to outdoor life. Now you are in the midst of a busy city, now on its outskirts, where the houses grow beautifully less, now by the side of the road lined on either hand with stately pines, only to emerge soon in an open stretch.

Then again the panorama constantly changes. First, the verdure-clad hills and mountains, then a long stretch



of fertile valley with a lazy stream meandering slowly along, still farther a beautiful lake dotted with sails. And so it goes, something ever new to attract the attention, something ever fresh and interesting to banish fatigue.

The Boston & Worcester Street Railway, which forms the first section of the trunk line, was distinctly designed as a through route between these two cities. It traverses a territory replete both in scenic beauty and historical associations. This trolley line throughout its entire length from Boston to New York follows the old stage route save where detours are necessary to avoid bad grades. Thus it happens that the tourist is afforded a view of practically all the old taverns and historic buildings along the entire stage route save where those structures chance to be located on the top of some hill. This fact alone adds wonderfully to the enjoyment of the trip, since the relics of old New England life appeal with peculiar force to the average trolley tourist.

The entire distance between Boston and Worcester is now being double-tracked. A large part of the route lies straight ahead over private right of way, thereby affording an undiminished view of the entire surroundings through which the car passes.

Beyond Worcester the tourist continues to encounter that charming scenery so characteristic of central Massachusetts, with its succession of valleys and ranges of hills, its sparkling lakes and winding streams, in that unending variety and change which impart the greatest possible zest to the journey. On through Leicester, Spencer, Brookfield and Warren the line proceeds until Springfield is reached.

At this point the trunk route forks, one line going to the north and the other to the south. Northward it proceeds along the bank of the ever-interesting Connecticut,

through the paper metropolis of the country, Holyoke, in full view of Mt. Tom, by the colleges at Northampton, up through Whately, Deerfield and Greenfield to the terminus at Turner's Falls. Aside from the attractions of the far-famed Deerfield country, the scenery along this entire route is fascinating in the extreme. A branch to Amherst, Mass., makes the college at this point of easy access.

Southward the route is down through the tobacco region of the Connecticut Valley, full of interest to every tourist, to the Capitol at Hartford; then still on to New Haven, the seat of Yale University, where Long Island Sound first comes into view. From this point forward the line skirts the various inlets of the Connecticut shore, now bringing to view the waters of the Sound and now hiding them again, until at length the outlines of the metropolis loom up in the distance.

This through route is one of surpassing and continuous interest, combining, as it does most lavishly, both the historic and the scenic. And yet the many side trips which it affords on the lines radiating from the various centres easily rival the attractions of the main line.

This booklet is published for the purpose of enabling one to learn what may be seen from the cars of the different lines described, to tell you how to reach a given place, to record the mileage, running time, fare and such additional information as will contribute to one's ease of mind and pleasure. All the matter herein contained has been approved by the officials of each road, and therefore bears the stamp of authenticity.

One must always remember, however, that such a volume can never attain absolute correctness on every point. Changes are so frequent in the operation of the various roads that, in addition and supplementary to the information here contained, one should freely question

conductors and transfer agents, so as to avoid delays and similar annoyances.

The descriptive matter and illustrations given in the following pages accurately set forth what is to be seen by the average tourist on the various trips which would naturally be made, and not things located in any out-of-the-way places or unexplored portions of the country.

Boston to New York by trolley is just as feasible to-day as Boston to New York by rail has been for the last twenty-five years. True, it does take more time, yet it affords vastly more pleasure. Moving along at a comfortable rate of speed, one is enabled to enjoy every foot of the road, to be free from the stuffiness of boxed-up cars, and to secure the full and invigorating benefits of bright sunshine, cooling breezes and an abundance of ozone. Surely the pleasure afforded is as great as if one journeyed in his own equipage without the attendant care and anxiety, together with only a tithe of the expense.

And so, if this Guide shall have aroused in you sufficient interest, either in the Boston to New York trolley route, or in one of the many side trips tributary thereto, to induce you to make a journey, it will have accomplished its mission

A person in Boston can get a car

FOR	AT
Allston	Take Elevated train for Park St. Station, Subway, and change for surface cars ; or take surface car at Bowdoin Sq. or Copley Sq.
Arlington	Take Elevated train for Sullivan Sq. or Park St. Stations, and change for surface car ; or take surface car at Bowdoin or Copley Sqs.
Arlington Heights .	Same as Arlington. Connects with Lexington, Concord and Lowell cars.
Brighton, via Cambridge	Bowdoin Sq.
Brighton, via Coolidge's Corner	Take Elevated train for Park St. Station, Subway, surface car at Park St. Station, or Copley Sq.
Coolidge's Corner .	Same as Allston.
Cottage Farm Station	Take Newton or No. Beacon St. car via Commonwealth Ave., at Park or Boylston St. Subway or Copley Sq.
Forest Hills	North Station, Park or Boylston St. Stations, Chelsea Ferry, Rowe's Wharf, East Boston Ferry, South Station, Park and Copley Sqs., and Washington St., and by transfer at Dudley St. ; or take Elevated to Dudley St. and transfer to surface car. Connects with cars for Needham, Dedham, Norwood and Hyde Park.
Forest Hills Cemetery	Same as Forest Hills.
Newton	Take Elevated car at Union Station (and change at Park St. Station, Subway, for Newton car), Subway Stations, Bowdoin, Adams or Copley Sqs., and by transfer at Harvard Sq. Connects with cars for Waltham, Norumbega Park, So. Framingham and all the Newtons.

A person in Boston can get a car

FOR	AT
Newton Boulevard .	Take Elevated train (and change at Park St. Station, Subway, for Newton Boulevard car), Copley Sq.
Newtonville	Transfer at Newton. (See Newton.)
Newton Centre . . .	Same as Newton Lower Falls.
Newton Lower Falls	Same as Newton, or take Norumbega Park car and change at Washington St.
Norumbega Park . .	Through cars from Park or Boylston St. stations, Subway, or see Newton Boulevard.
Waltham	Through car from Park or Boylston St. Subway, or take any Watertown car and change.
Watertown	Park or Boylston St. Subway.
Waverley	Park St. and Boylston St. Stations, Subway, Copley Sq.

Trunk Line.

The line of the Boston and Worcester Street Railway is used as the Trunk Line in the following schedule on account of its direct route through the centre of the state and making good connections with all lines running north and south, with the exception of the line running through Lexington, Concord, Hudson and Clinton. (See map.)

Through Cars.

Park Sq., Boston, to Worcester and So. Framingham; Worcester to Spencer; Spencer to West Brookfield and West Warren; West Brookfield to Ware; Ware to Palmer and Palmer to Springfield.

BOSTON to SPRINGFIELD***Trunk Line*****From BOSTON**

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Brookline Village	3½	5c.	.21	
Newton Highlands	7½	10c.	.38	
Newton Upper Falls	9	10c.	.40	4
Wellesley Hills	12	10c.	.50	4
Felchville (No. Natick)	16	15c.	1.00	4
*Mass. State Militia Grounds	18½	20c.	1.05	
Framingham Centre	20	20c.	1.15	
South Framingham	20½	20c.	1.15	4-5
Fayville (White Corners)	25	25c.	1.30	
Westboro	30	30c.	1.45	6
Shrewsbury	37	35c.	2.00	
Lake Quinsigamond	38½	40c.	2.07	
Worcester	40	45c.	2.15	6-7
New Worcester	42	45c.	2.30	
Cherry Valley	43½	45c.	2.38	
Leicester	47½	55c.	2.55	
Spencer	52	65c.	3.15	
East Brookfield	55½	70c.	3.37	8
Brookfield	58½	75c.	3.57	
West Brookfield	61½	80c.	4.13	8
Ware	68½	90c.	4.58	8
Forest Lake	74½	95c.	5.20	
Palmer	78½	1.00	5.40	8
No. Wilbraham	83½	1.05	5.57	
Ludlow	87½	1.10	6.10	
Indian Orchard	89	1.15	6.15	
†Springfield	94	1.15	6.40	

* Transfer to car for Saxonville. 2 miles minutes' run.

† For branch line see Springfield to Greenfield.

Through passengers between Boston and Worcester may obtain tickets of conductors between the Brookline-Newton line and the Shrewsbury-Worcester line for 35 cents, or a round-trip ticket may be obtained between these points for 60 cents.

BRANCHES

From NEWTON UPPER FALLS

TO	No. of Miles	Rate of Fare	Running Time H. M.
Highlandville	1	5c.	.09
Needham	2	5c.	
Newton	4½	5c.	.33
Newtonville	3½	5c.	.25
Waltham	6½	5c.	.45
Watertown	5½	5c.	.35

From WELLESLEY HILLS

TO			
Natick	4½	5c.	.23
Newton	7	5c.	.40
So. Natick	6½	10c.	.30
Watertown	8	5c.	.45
Wellesley	1½	5c.	.08

From FELCHVILLE (No. Natick)

TO			
Cochituate	1½	5c.	.10
Natick	1½	5c.	.07
Saxonville	3½	5c.	.20
So. Natick	3½	5c.	.20
Wayland	4½	5c.	.23

From SO. FRAMINGHAM

TO			
Ashland	3	5c.	.21
Framingham Centre	2	5c.	.15
Holliston	5	5c.	.25
*Hopedale	19	25c.	2.00
*Hudson	15½	15c.	1.15
Hopkinton	7	10c.	.39
*Marlboro via White's Corner	11½	15c.	.55
*Mendon via Milford	17	25c.	1.50

* Through cars.

From SO. FRAMINGHAM

TO	No. of Miles	Rate of Fare	Running Time H. M.
*†Milford	12	15c.	1.00
Southboro	7½	10c.	.35
†Uxbridge via Milford	21	30c.	2.10
Westboro	13½	20c.	1.15
Whitinsville via Milford	24½	40c.	2.30

From MARLBORO

TO	No. of Miles	Rate of Fare	Running Time H. M.
Berlin	8½	10c.	.40
†Clinton	13½	20c.	1.00
Fitchburg	20½	40c.	2.15
Hudson	4	5c.	.20
Lancaster	17½	25c.	1.20
Leominster	22½	35c.	1.45
Northboro	6	5c.	.25
†No. Grafton	13½	15c.	1.00
Shrewsbury	11	10c.	.43
†Worcester via Shrewsbury	16	20c.	1.15
†Worcester via No. Grafton	20	20c.	1.30
Westboro	7	10c.	.35

From FITCHBURG

TO	No. of Miles	Rate of Fare	Running Time H. M.
Athol	20	45c.	2.05
†Baldwinville	23	35c.	2.00
Boylston Centre	20	30c.	1.50
Clinton	15½	20c.	1.20
E. Templeton	10½	30c.	1.30
†Gardner	14	25c.	1.20
Lancaster	11½	15c.	1.00
Leominster via So. Fitchburg	4½	5c.	.30
Orange	31	55c.	2.30
†Otter River	21	40c.	1.50
So. Gardner	12	20c.	1.05

* Connects with cars for W. Medway, Medway, Franklin, Bellingham, Woonsocket and Providence.

† Change at E. Templeton.

‡ Through cars.

BY TROLLEY THROUGH

From FITCHBURG

TO	No. of Miles	Rate of Fare	Running Time H. M.
Templeton	18	35c.	1.35
Wachusett Pk. or base of mountain	8½	15c.	.38
W. Fitchburg	2½	5c.	.23
Westminster	8½	15c.	.53
*Worcester	29	40c.	1.50

From WESTBORO

TO	No. of Miles	Rate of Fare	Running Time H. M.
§Ashland	10½	15c.	.53
Hopkinton	6½	10c.	.25
Hudson	11	15c.	.55
Marlboro via Northboro	9	15c.	1.00
§Marlboro	7	10c.	.35
Milford via Hopkinton	13½	20c.	.55
Northboro	4	5c.	.30
No. Grafton	6½	5c.	.25
So. Framingham via Hopkinton	13½	20c.	1.04
Worcester	13	15c.	1.00

From WORCESTER

TO	No. of Miles	Rate of Fare	Running Time H. M.
Auburn	4½	10c.	.36
Boylston	9	10c.	.40
†Central Village	45	70c.	3.45
§Charlton	14½	20c.	.49
§Charlton City	15½	20c.	.52
§Clinton	13½	20c.	1.10
Cumberland Hill	37	50c.	3.10
‡Danielsonville	38	60c.	3.05
‡Dayville	34½	55c.	2.47
Fiskdale	27½	40c.	1.33
‡Elmville	36	60c.	2.55
Fitchburg	29	40c.	2.30
Grafton	8½	15c.	.45
Greendale	3½	5c.	.21
Holden	7	10c.	
†Hopedale	20½	35c.	1.30

* Change at Leominster.
† Change at No. Grafton.

‡ Change at Webster.
§ Through cars.

|| Change at Leominster.

From WORCESTER

TO	No. of Miles	Rate of Fare	Running Time H. M.
Jefferson	0	15c.	
† Lancaster	17½	25c.	1.30
† Leominster	22	35c.	2.00
Linwood	19	30c.	1.30
Lonsdale	43	55c.	3.35
† Marlboro via Northboro	10	20c.	1.15
† Marlboro via No. Grafton	20	20c.	1.30
* Mechanicsville	26	45c.	2.06
† Milford	22½	35c.	1.45
Millbury	6	10c.	.40
Millville	27	40c.	
* Moosup	47	75c.	3.45
† Northboro	10	15c.	.50
† Northbridge	15	25c.	1.05
No. Grafton	6½	10c.	.30
* No. Grosvenordale	22½	35c.	1.52
No. Oxford	9½	15c.	.36
Oxford Centre	12½	20c.	1.05
Pawtucket	46	60c.	4.00
Providence via Millbury	50½	70c.	4.30
* Putnam	28½	45c.	2.18
Rochdale	13	25c.	
Saundersdale	23	30c.	1.18
Saundersville	9	15c.	
Shrewsbury	5	10c.	.32
† Southbridge	21½	30c.	1.10
So. Worcester	2	5c.	.15
Sturbridge	26	40c.	1.30
Tatnuck	3½	5c.	.20
Upton	15½	25c.	1.05
Uxbridge	21	35c.	1.40
† Webster	18	25c.	1.30
W. Auburn	7½	10c.	.30
† Whitinsville	17	25c.	1.20
Wilkinsonville	8	15c.	.40
Woonsocket	33	45c.	2.50

* Change at Webster.

† Through cars

‡ Change at Grafton.

From DANIELSON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Ashland	22	35c.	1.37
Elmville	3	5c.	.08
Foster Centre	14	20c.	1.00
No. Foster, R. I.	10	15c.	.40
No. Scituate	25	35c.	1.52
Pocasset	29	40c.	2.12
Providence	35	50c.	3.00
Rockland	16	30c.	1.17
So. Scituate	20	30c.	1.25

THROUGH CAR

From WEST BROOKFIELD

TO			
Warren	3½	5c.	.16
W. Warren	5½	10c.	.30

From EAST BROOKFIELD

TO			
No. Brookfield	4½	5c.	.22

From WARE

TO			
Gilbertville	5	5c.	.25

From PALMER

TO			
Bondsville	6	5c.	.30
Monson	4½	5c.	.25
So. Monson	5	5c.	.30
Thorndike	3	5c.	.13
Three Rivers	4½	5c.	.35

By Trolley Through Western New England

WESTERN MASSACHUSETTS

THE traveller who starts out on the journey from Boston to New York by trolley is not likely, with the pleasures of anticipation filling his mind, to reflect that he is to travel for a part of the distance over one of the historic highways of America. About the year 1790 Timothy Stearns had a newspaper and mail route between Boston and Worcester, carrying the letters and the weekly *Boston Chronicle* on horseback. The business passed into various hands until Levi Pease, a Shrewsbury blacksmith, undertook the important task of running a line of coaches between Boston and Hartford. With a young driver by the name of Reuben Sykes, the line began operation, one starting from Boston and the other from Hartford at the same time, making the trip in four days, the fare being ten dollars. Ultimately the line was extended to New York. Josiah Quincy, president of Harvard College, thus relates his experience of a trip from Boston to New York by the stagecoach :

"I set out from Boston in the line of stages lately established by an enterprising Yankee, Pease by name. The carriages were old and shackling, while much of the harness was made of rope. One pair of horses carried us eighteen miles. We generally reached our resting place for the night, if no accident intervened, at ten o'clock, and after a frugal supper went to bed, with a notice that we should be called at three next morning, which generally proved to be half past two, and then, whether it snowed or rained, the traveller must make ready to proceed on his way over the bad roads, many times being obliged to get out and help the driver lift the coach out of a quagmire or rut. An occasional glass of toddy was given to the driver by the good-hearted passengers. I arrived in New York after a hard week's travelling, wondering at the ease as well as the expedition with which our journey was effected."

Pease succeeded in his undertaking and in 1786 made a contract for the carrying of the mail. But then, as now, progressive men saw that better time must be made, and in 1808 Pease, whose name is foremost in the history of travel and transportation in Massachusetts, received from the Legislature the first charter for a Turnpike from Boston through South Shrewsbury to Worcester. Many other private corporations received similar charters with the power to build roads between specified points and charge a toll. Boston soon became the Hub, for these roads radiated in all directions, varying neither to the right nor to the left. So popular were these roads for all class of travel that they proved a success and many of them are still the beaten lines of travel.

Gradually did the stage business increase until 1834, when the Boston & Worcester Railroad started to operate



BOSTON AND WORCESTER RAILROAD. The Passenger Cars will continue to run daily from the Depot near Washington street to Newton, at 6 and 10 o'clock A. M. and at 3 o'clock P. M. Returning, leave Newton at 7 and a quarter past 11 A. M. and a quarter before 5 P. M. Tickets for the passage, either way, may be had at the Ticket Office, No. 617 Washington street, price 37½ cents each, and for the return passage, of the Master of Cars, at Newton. By order of the President and Directors, P. A. WILLIAMS Clerk.

Photo by Dadmun

its lines between Boston and West Newton, making two round trips each day, the fare being thirty-seven and one-half cents and children half fare. On the following July the first locomotive ran over the entire distance between Boston and Worcester. The steam roads grew in power, and went on to New York, while branches were built in all directions. Gradually they drove the old stagecoach to the wall. Then came the day of the trolley. The electric roads were no longer content to operate in the great cities. They ran between the centres of population, large and small, and extended from town to town until to-day there are no less than four distinct and independent trolley lines between Boston and Worcester, all having their individual features and advantages to

offer to the tourist, who largely patronize these pleasure trips.

These roads operate for most of the distance in the public highways and through the central portion of the intervening towns at a moderate rate of speed, while the Boston & Worcester line either follows the side of the old historic Turnpike, on its own oiled roadbed, or in the centre on a grassy reservation. So straight is the line, were it not for the hills along this picturesque route, one



Photo by Dadmun

Our Suburban Electric Car

could see from the dome of the State House the magnificent cars as they glide along through forest and fields.

All the way from Boston to New York the cars run through a section full of historic associations and a succession of beautiful landscapes and charming valleys, and afford an opportunity for those living within a radius of ten miles of the Hub to visit the many cities, towns and country places throughout the heart of the Commonwealth accessible by trolley and return the same day; but those liv-

ing in the central portion of the state may trolley to Boston by the Air Line and have ample time for business and trade, or to visit the historic places, seashore resorts and picturesque scenery which abound in all directions along the Atlantic coast. In many towns the line follows the route over which Washington and his suite marched to Cambridge in 1775 to take command of the Continental Army.

For the first part of the journey to western New England from Boston the natural trunk line is that of the Boston & Worcester Street Railway. It has a double track for practically the entire distance and its cars travel at a high speed, without change, for a distance of forty miles. Connecting, as it does, with lines running north and south through all the important cities and towns, it brings a large tributary population within easy reach of the great system through the centre of Massachusetts.

Those in Boston desiring to travel over this system, or to reach any of the cities and towns tributary to it may take the Boston & Worcester cars at Park Square or transfer from any line of the Boston Elevated system to the through Boston & Worcester car at Brookline Village.

From Park Square in Boston, cars on the Boston & Worcester Street Railway leave every thirty minutes for Worcester and every thirty minutes for South Framingham, so that for twenty miles of the journey the service is very frequent, and those who wish to stop over at any point can do so with the knowledge that they will not have to wait long for another car.

The route first leads out Columbus Avenue past the great stone Cadets' Armory Building with its huge portcullis on the left, then turns into Massachusetts Avenue and continues along that thoroughfare to the corner of Huntington Avenue, where stand, on opposite sides of the street, the Massachusetts Horticultural Society's Hall and Symphony Hall. These buildings are among the most complete and finest of their kind in the entire country, and they each attract within their walls the most fashionable class of people in the city, Symphony Hall being thronged at

every concert of the world's famous Symphony Orchestra, and Horticultural Hall being famed for the splendid flower shows which it gives each year. Leaving these two halls behind, the car passes along Huntington Avenue and comes quickly to the New England Conservatory of Music, which has seen the beginning of some of the finest musicians and singers that this country has ever known, and which now provides such a finished musical education that one of our best known musicians has said that there no longer is any



New England Conservatory of Music

need of singers or players going abroad to complete their musical education.

Almost opposite the Conservatory, on the right-hand side of the street, is the Children's Hospital, recently brought into world prominence by the visit of Dr. Lorenz, who, in the presence of a great body of physicians and surgeons from all parts of the country, gave a practical illustration of how to straighten the limbs of cripples and deformed children. The Hospital left behind, the cars enter the Back Bay Fens, on the left being the Huntington Avenue

baseball grounds which last year saw the first four (Boston-Pittsburg) baseball games for the world's championship. Crossing the Fenway the Italian palace of Mrs. John L. Gardner, known as the Isabella Stuart Gardner Museum, is seen rising on the right, a typical specimen of transplanted Italian architecture, filled with the rarest art treasures of the Old World.

Beyond this tourists see on the right the House of the Good Shepherd, and crossing the Parkway the car comes to the Brookline Village transfer station on the site of the famous old Punch Bowl Tavern, steeped with memories of mugs of musty ale. Now, for the first time, the car enters upon the old Turnpike road of stagecoaching days and starts up the short hill which looks down upon the old Reservoir. This Reservoir for years was owned by Boston and formed an adjunct to the city's water supply until the Metropolitan Water Supply System was inaugurated. About a year ago the town of Brookline began to see the possibility of converting the old Reservoir and its surroundings into a pretty park, so an offer was made to the City of Boston for its purchase, and the terms being agreeable to both parties the transfer was made. Some of the residents of Brookline endeavored to make private purchase of the property for acquisition to their own estates, but the purchase after all was by the town. On the right is the roadway leading to the handsome residence and grounds of Henry M. Whitney, the pioneer of electric railroading in New England. To him, more than any one else, is due the credit for a system of transportation which has made it possible for those of limited means to find homes in the suburbs of Boston rather than in crowded tenements.

Going by the links of the Chestnut Hill Golf Club on the right, and running through a succession of pleasant groves of pine, with comfortable houses set back among pleasant shaded lawns on either side, the car comes to the trestle over the tracks of the Boston & Albany Railroad, and runs into the village of Newton Upper Falls, where connections may be made with all parts of the Newtons, Waltham, Highlandville and Needham, where a return trip may be made





NATURE'S
MIRROR



PICTURESQUE
SPOT
LAKE
COCHITUATE

A SHADY
ROAD
BETWEEN THE
STREAMS



via Forest Hills. From the top of the hill at Newton Upper Falls there is a wide view over the valley of the Charles River, or, as the Indians called it, the Quinno-be-quin. From this point there is a plunge down a steep incline, but the passenger need have no fear to take the long slide, as the safety appliances of the cars are ample for all emergencies. At the foot of this hill is a bridge across the Charles, and looking to the left one may see the famous Hemlock Gorge, where the river has cut its way through the hard rocks, while directly below the bridge at the left is a fall which furnishes water power for the mills below. The sight of the green water



Manufacturers' Hotel, Newton Upper Falls

tumbling over the fall, with the black rocks rising on the sides, crowned by hemlock trees, is impressive. The water goes tumbling over the rocks and past the mills to widen and glide slowly under Echo Bridge, the aqueduct which carries Boston's water supply. Beneath the bridge is a famous repeating echo, from which the structure takes its name.

Just across the bridge the car runs into the Hemlock Gorge Reservation of the Metropolitan Park System, a great pleasure ground belonging to the state, where thousands go every week in summer to find recreation. The picturesque charm of the river, the well-equipped boathouses above the falls, the groves of fragrant pine and hemlock and the glimpses of wild nature on either hand make this one of the most delightful spots to be found on this journey. The place has ample police protection and is a popular resort for Sunday-school picnics and excursion parties. Leaving the reservation, the car skirts the shore of a pretty little pond, goes through green woods and enters upon a rolling country, where a scene of pastoral beauty delights the eye of the traveller.



Massachusetts State Militia Grounds

Coming into Wellesley Hills, one of the beautiful suburban towns of the Boston district, the cars reach the Elm Park Hotel, a comfortable hostelry famous for its excellent cuisine. Here a street car line is crossed by which Wellesley on the left or the Newtons on the right may be reached. At the left of the centre of the town is a handsome church built of field stone. The car runs through Worcester Street, passing by handsome residences, and emerging



Photo by Dadmun

Meadows, Sudbury River

from the town and passing extensive greenhouses, where flowers are grown for the Boston market, runs along shaded roads with here and there openings through which there are views of fertile farms and meadows taking the place of the town streets. A warning toot of the electric whistle reminds the passenger of the approach to another street railway crossing, and at this point connections may be made with cars for Cochituate or Wayland, situated on the banks of the charming Sudbury River as it flows northward.

As the car goes on it passes on the right Sunnyside Park, which was once a popular race track. The car speeds on to the road over Lake Cochituate, a beautiful sheet of water extending from the central portion of the town and along the borders of Framingham and Wayland. Glimpses of the water are seen from the car, and there are long reaches of straight track over private right of way with hardly a house in sight, leaving the passenger near to nature and giving him a variety of scenery which can hardly be surpassed. On the right are the sewage disposal beds of Framingham, and on the left are those of Natick, where crops of surprising quality are grown. From here the route runs through a region of market gardens and fertile farms, which in summer form a most attractive picture. Ahead may be seen the grounds of the Massachusetts state militia.

At the junction near the camp grounds the two lines of the Boston & Worcester road separate. The Worcester car goes straight ahead, while the South Framingham car turns to the left, where there is a double track into the town. Here is located the fine waiting room and office building of the company. The structure is an architectural gem, and from the dispatcher's office upstairs the movements of all the electric cars are regulated by telephones and an electric signal system, the most perfect of the kind operated by any New England street railway.

Another line from the junction leads off to Saxonville on the right.

Going into South Framingham, the militia grounds are on the right, and the view when the troops are in camp, with the well-ordered rows of white tents beneath the United States flag, is an inspiring one. A short run brings one to the terminus of this line at the South Framingham railway station. Here connections may be made for Ashland, Hopkinton, Milford, Hopedale and other points south. (For description see branch lines from South Framingham.)

The car for Worcester continues on to the right of the state militia grounds and passes comfortable farmhouses before coming to the Sudbury River, flowing peacefully

through a rich valley. Ahead of the car is Normal Hill, on which are located the buildings of the State Normal School and the Framingham water works standpipe.

Coming into Framingham Centre, an interesting old village, the line runs by the old Central Hotel, once a famous hostelry, on the right. In the old stagecoaching



Photo by Dadmun

One of the By-Ways

days this was a scene of great activity. Here the Boston, Worcester, Hartford, Lowell and South Framingham stages changed horses at the stable in the rear, while their drivers and passengers drank mulled ale or spiced punches in the bar of the hotel. Here a change may be made for South Framingham. The route soon leaves the village and comes to



TYPICAL
SCENES
ALONG THE
ROUTE



the old basin of the Metropolitan Water System, called the Framingham Reservoir. Beyond here the car passes the new Sudbury basin No. 5 of the same great system. This water supply system is most interesting, the city of Boston and the surrounding towns drawing their water supply from the basin of the Nashua River. Whole farms have been inundated in the making of these great reservoirs, and in one case mills, houses and churches were removed. All the surface loam is taken off, before the water is let into the basins, and the dams which hold back the water are marvels of engineering skill. Leaving the Sudbury basin, the car goes through the village of Fayville, noted for its dairying industries. Skirting the edge of the basin here, a fine view is afforded of the village of Southboro off to the right. A short run brings one to White's Corner, where a line diverges to Marlboro, Hudson, Clinton, Fitchburg and points beyond.* Wolf Pen Hill is north of here and Walnut Hill to the southwest, their verdure-clad summits overlooking the town. Through a fertile farming country and past fruit orchards laden in season with an abundance of pears, peaches and apples the car goes into the town of Westboro.

Westboro is one of the old colonial towns set apart by Samuel Shute, colonial governor of Massachusetts in 1717, under the second charter of King George I. At the crossing of the tracks of the Marlboro & Westboro Street Railway connections may be made with Marlboro on the right and North Grafton and Worcester on the left.† Beyond here the Worcester car comes in view of Lake Chauncy, with its popular summer grounds, named for the second president of Harvard College, who suffered fines, imprisonment and exile for his religious opinions. The buildings of the Lyman School for Boys, a state reformatory institution, and of the State Insane Asylum at Westboro may be seen above the shores of the lake on the right. Here a line of cars runs to Northboro, Worcester and Marlboro.

The town of Westboro is noted as being the birthplace of Eli Whitney, inventor of the cotton gin, who revolu-

* See South Framingham to Hudson.

† See Marlboro to Worcester via Westboro.

tionized the cotton industry, but who, like many other inventors, did not reap the profits of his invention. He acquired a competence, however, by patenting valuable improvements in firearms. The car comes to the little village of Wessonville and soon goes over the line into Shrewsbury, passing between Boston Hill on the left and Hamblin Hill on the right.

Shrewsbury is an interesting town and will well repay the visit of the trolley tourist. It was settled by people from Marlboro about 1717 and named in honor of Charles, Duke of Shrewsbury. In this town Artemas Ward, the first major-general of the Revolutionary Army, was born and lived. The town is picturesquely located among the hills, which command wide views of the surrounding country. Coming into the town, the car passes great carnation greenhouses, where thousands of blossoms are picked daily. One of this town's historic houses which the car passes is the old Balch Tavern, used as a hostelry in stagecoach days and in 1792 taken by the town as a smallpox hospital. A short run brings the passenger to South Shrewsbury Com-

mon, where there are other old taverns. Hard by the old meeting-house, near the road leading to Grafton and Providence, is the site of the old Harrington Tavern, and half a mile farther on, at the top of Arcade Hill, is



Arcade Tavern, Shrewsbury

the Arcade Tavern, which in the old days was a favorite stopping place for travellers.

It is said that the large number of old taverns in the town is accounted for by the fact that when Pease was running his stage line he could not afford to pay high rents in Boston and so made Shrewsbury his headquarters. The Pease and Harrington taverns are located in the centre of the town, some distance to the north of

the car line, the car passing through the little hamlet of Southville.

The Pease Tavern was the principal stopping place of travellers on the old stagecoach line. It was first occupied by Major John Farrar, an officer in the Revolution, as an inn, and when Washington visited the house on his journey to New England, Farrar became by far the most prominent man in the community. Later he sold the place to Levi Pease, who maintained its traditions, and it is said that its tables afforded something better to drink than water from the noted sulphur spring which is near the tavern. Not far from the tavern is the site of the home of an Indian, who was called "Old Brazel," and his wife Nancy. Brazel is said to have been a pirate at one time, and although in Shrewsbury he pursued the peaceful vocation of a peddler of baskets made by his wife, when he had been liberally treated to cider at the inn he would tell tales of his past life which would make children fly from him in terror.

The country in Shrewsbury is broken and uneven, and a succession of hills and valleys greets the eye of the traveller, unfolding a panorama of beautiful landscapes. Looking to the north, one may see Rawson, Harlow, Sewall and Meeting-House hills, while in the southwest is Prospect Hill, which overlooks Lake Quinsigamond, forming a silver bow nearly four miles long between Shrewsbury and Worcester. There is ahead a view of the buildings of the State Insane Asylum at Worcester on the slope of a green carpeted hill.

Descending the hill, the car comes to a bridge across the beautiful lake, which takes the place of the famous Boston & Worcester Turnpike bridge. This was built by sinking wooden cob-house piers to the bottom of the lake sixty or seventy feet. The central pier was sixty by



Harrington Tavern, Shrewsbury



Lake Quinsigamond and City Hall, Worcester

sixty feet and the others sixty by thirty feet and placed about thirty feet apart. These piers were sunk by weighting, but never secured a firm and even foundation, so that on the morning of September 19, 1817, just as the bridge was about completed, it turned over, and the vast amount of timber, some fifty-four thousand feet, floated on the surface. The next winter a third bridge was built on the ice and swung into position the following spring. This bridge was replaced by the present one.

Passing over the bridge, the views are delightful in every direction, and, running by many of the popular summer camps and residences which dot the shores, the car goes by way of Lakeview and Bloomingdale to the City Hall, Worcester, the Heart of the Commonwealth, stopping in front of the New Park Hotel, one of the city's newest hostelries, overlooking the beautiful park on which stands the handsome City Hall. Here you will find the table and attendance first class in every particular and the rate very moderate.

For description of lines from Worcester see "Worcester Trolley Trips."



The Wireless Trolley.



Spencer and about there

Continuing the trip westward, the route lies through forest-covered hills, beside small ponds, looking like beautiful sapphires set in the soft emerald verdure of the plains and past scenes of quiet country life.

Taking a car marked Leicester and Spencer at City Hall the ride is along South Main Street, the finest thoroughfare in the city. It is lined on both sides by great trees which shade the roadway and the fine old colonial houses built here many years ago. Clark University, on the right, was founded in 1887 by Jonas Gilman Clark for the purpose of higher education. This university was planned to afford an opportunity to add as materially as possible to the ascertained truths of science by research along the most advanced lines, and to further add to the equipment of educators and specialists of the highest qualifications.

It is only a short run to Cherry Valley, a manufacturing suburb of Worcester. Here in April, 1876, the dam of the Lynde Brook Reservoir, which is on the right, caved in, and the water, forming a wall fifty feet high, came rushing down the valley with terrible force. It tore out a gorge nearly a hundred feet wide, and changed the low land on the left into a raging sea.

The car crosses the brook, passes a shining pond on the right, and gradually reaches the top of a hill by a half circle up its slope. Here is located the little village of Leicester, on what was originally called Strawberry Hill, because of the abundance of the fruit found there when the place was first settled. Leicester is 1,050 feet above sea level. The town is very attractive, the atmosphere clear and bracing, and it has the reputation of being a pleasant, healthful home for summer visitors. Denny Hill and Ballard Hill are prominent features in the local scenery. The town has several attractive lakes and many little streams and rivulets. The most important buildings are grouped around the village square, which contains some fine old trees. On one side is the fine Leicester Hotel. This is a modern hotel built upon an old-fashioned tavern, started in 1776. On the opposite side of the square is the

Leicester Academy. This is one of the oldest academies in the state; it was incorporated in 1784. Next to it are the Town Hall and the new Congregational Church.

Leaving Leicester with its many interesting old houses and delightful views, the car descends a hill and enters a region remarkable for its many beautiful rounded hills and winding valleys; this is Spencer. Moose Hill stands out prominently from the others. From the summit a panoramic view of the country for miles around may be had. Here Rufus A. Sibley has built a magnificent villa. To the right of the hill is Moose Lake, a fine sheet of water containing about sixty acres. The hill and lake received their name from the great number of moose which used to haunt this region.

Spencer is situated on the "Great Post Road," which ran between Boston and New York. From the top of many of its hills views may be had whose loveliness is unsurpassed east of the Connecticut valley.

Elias Howe, the inventor of the sewing machine, was born in this town July 9, 1819. In his youth he worked with his father at their mill on Cranberry River. He completed his first machine in Boston, May, 1845. After much struggling he realized a fortune, and received the Cross of the Legion of Honor at the Paris Exposition. His homestead is the popular resort of many summer visitors.

A change of cars is now necessary, which takes one to West Brookfield. The car gradually descends the steep grade to a valley one thousand feet below; then it rolls along up hill and down dale through the wooded country road, affording many charming glimpses of mountain and valley, lake and stream. Looking back a fine view is had of Spencer in the distance.

Before entering the little village of East Brookfield, Lashaway Lake is passed on the right. On the shore of this beautiful sheet of water the street railway company maintain a pleasure resort. This is very popular and brings rest and comfort to many a weary soul. From this point a branch line runs to North Brookfield. Continuing on its way the car soon enters Brookfield. This town was

Old
Foster Place



The Old
Hitchcock
Tavern,
now the
West Brookfield
House



The
Common

SCENES IN WEST BROOKFIELD

incorporated in 1718, and the name may have been suggested by the natural features of the place.

From Brookfield to West Brookfield the car skirts the edge of the willow-lined valley of the Quaboag River. Off to the right is Foster Hill, the original location of one of the oldest towns in the country. The land was granted to the settlers on condition that there should be twenty families resident here within three years, and that an able minister should be settled and supported. The place suffered severely from the assaults of the Indians, it being an isolated settlement between the seaboard and the towns in the Connecticut valley. In 1675 a body of Nipmuck Indians, under King Philip, entered the town, and after burning all the houses and barns but one, attacked the garrison, at which place the inhabitants had collected. This they defended with desperate bravery for three days. But finally their resources were exhausted and they were on the point of surrendering in despair when Major Willard arrived from Lancaster with "a troop of forty-eight light horse," and the people were saved. Just a glimpse of the remains of one of these old houses may be had from the car.

Entering West Brookfield, whose Indian name was Quaboag, the car passes the Common, a gift to the town in 1791. It is beautifully shaded by great elms and ornamented by a fountain with an unfailing supply of crystal water brought from the near springs. At the head of the Common is the site of the old Gilbert Fort, built in 1660 to protect the settlers from the Indians. Brookfield is rich in historical traditions, in fertile valleys and the hospitality of its people.

A change is made to the Ware car in front of the West Brookfield House. This was built in 1760, and known in the old stagecoach days as the Hitchcock Tavern. This hotel has entertained many distinguished people. George Washington, accompanied by Martha Washington and his escort, once stayed here. In 1799 President John Adams partook of its hospitality as he was driving through the country with his coach and four; and it was also honored by the presence of Lafayette and Jerome Bonaparte.

Leaving the town and passing the railroad station, the car soon comes in sight of the Quaboag River, which flows from Quaboag Pond on the right. This handsome sheet of water contains a large variety of fish. It was a famous place for canoeing even in the days of King Philip and his warriors. Lakeside Park overlooks the pond. It is well shaded, has a fine pavilion and an up-to-date boat-house.

Leaving the park behind, the run is through a region of ancestral farms. On the right the car passes an old weather-beaten house. Here was born the volunteer soldier who fought in the Civil War, and who is believed to have taught the first school for freed slaves opened in the United States. At the turn a short distance beyond is a fine shaded road leading off to the top of Coy's Hill on the left, which is 1,120 feet above sea level. Halfway up the hill is the simple, comfortable home of Lucy Stone (Blackwell), who was destined to become famous as the first prominent advocate of woman's rights. From the summit of Coy's Hill extensive views may be had of the country for miles around.

Leaving the turn and ascending the mountain many views may be had of the meadows and pasture lands in the valley below. Across the low lands to the right is the old Thomas Tavern, the stopping place of the stagecoach which ran between Albany and Boston. It was here that Washington and Lafayette stayed when journeying through New England.

The car continues on up the hill, and soon reaches the highest point. At the right, a short distance from the trolley, is the curious and interesting "Rock House," which was once a favorite meeting place of the Indians. Choice specimens of Indian relics have been found here, and the place has been visited frequently by members of antiquarian societies in search of historic material. On the opposite side of the road is a massive rock whose curious markings have attracted the attention of many noted geologists.

Looking over the country as it is to-day it is hard to realize that at the time of the settlement of Brookfield it

was practically bare of the primeval forest. The Indians had annual burnings which destroyed the old growth and kept the uplands free from the new growth of sprouts. Only the wet swamps and protected places had heavy timber. From the top of the high hills cattle could be seen at a distance of three miles, and deer and wild turkey a mile away.

Descending the mountain the car soon comes into full view of the picturesque Ware valley. The green meadows, the slow coiling river and the low range of hills seen from the height form a picture which never fails to charm.

A car line runs up the valley between the hills to Gilbertsville, a small manufacturing village.

It is only a few minutes' run to the centre of Ware, situated on the banks of the Ware River, from which it takes its name. The water power is excellent, and is being fully utilized by many large mills. At Ware another change of cars is necessary to continue the trip to the Connecticut valley.

Ware is fortunate in having a first-class hotel, for one will find at the Mansion House an excellent table that will appeal to the hungry tourist.

From Ware to Springfield the route is of varied interest, the course of the Ware River being followed for some distance, while in the background and on either side are the mountains and hills of Ware, Palmer and Belcher-town. Looking ahead, a little to the left the gap between the mountains shows the pathway through which Burgoyne and the English prisoners captured at Saratoga in 1777 marched. Along the many brooks which empty into the Ware River there are sylvan recesses, ever restful to the eye of the tourist. Leaving Ware a look backwards affords a fine view of the town. Crossing the river and going over streams which reflect the foliage in their mirror-like pools, the car comes in full view of Forest Lake, whose Indian name was "Pottaquattuck Pond." It is charmingly set in the midst of scenery of surpassing beauty, with surrounding wooded banks made by the picturesque green hills. The calm, unruffled bosom of the lake looks as though the craft of man had never disturbed its blue waters.



Scenes between Ware and Palmer

Upon the banks of this lake the street railway company maintains a pleasure resort in the centre of an attractive grove, a most charming spot where many a pleasant hour may be spent enjoying the swings, rowboats, launches and bowling alleys.

Leaving this beautiful resort the car follows closely the course of the Ware River until the upper portion of the little village of Thorndike, nestled among the hills, is reached; then comes Palmer Centre off to the left. This was the original location of the town for a century, but now with only a few houses, one of which is the Frink Tavern, a popular place during the reign of the state coaches between Boston and Springfield. It is now only a short run into the business centre of Palmer, which was formerly called "The Elbow," on account of the detour of the Quaboag River through the town. Palmer is pleasantly located among the broken hills and narrow valleys, and was originally settled by emigrants from the North of Ireland. It is quite a street railway centre for such a small town. Here lines run to Thorndike, Bondsville and Three Rivers, all located on the Quaboag, Ware and Swift rivers (see description branch lines from Palmer).

It is expected in the near future to have a line in operation from Palmer to Southbridge, thus enabling one to travel from Springfield to Boston with but one change, that at Worcester.

A door or so below the transferring point in Palmer is the Converse House, where one can enjoy a first-class meal in its neat and cosy dining room.

Here a change is made to the through car for Springfield, and as it leaves the town a fine view is had of the State Hospital on the left at the base of the mountains. Crossing the Quaboag River as it flows through the valley on its course to the Connecticut, the rugged peak of Mt. Dumlplin, around which cluster many interesting reminiscences of the past, looms up on the right, while a little farther on, on the same side, across a little pond, may be seen a row of elms along the historic "Bay Path," at the

extreme end of which is the beautiful Washington Elm, under whose spreading limbs Washington and his staff had refreshments while en route to Cambridge to take command of the army, and later when he became President he addressed the people from a platform erected under its branches. Near the tree stood the famous Graves Tavern. From here the car carries one through a wild and rocky section until Butlerville, a pretty residential and farming village, is reached. Here one comes in sight of the Chicopee



Washington Elm, Palmer, and the Falls at Ludlow

River as it winds along between banks of beautifully marked birch, the route following the river into North Wilbraham, a small village with its churches and public library; off to the left may be seen the old Monus Konus Mountains, where many people from Springfield and surrounding cities and towns spend their holidays. From its

picturesque pastures the view is unobstructed for many miles around. Two miles south of this village is Wilbraham, where the famous Wesleyan Academy is located.

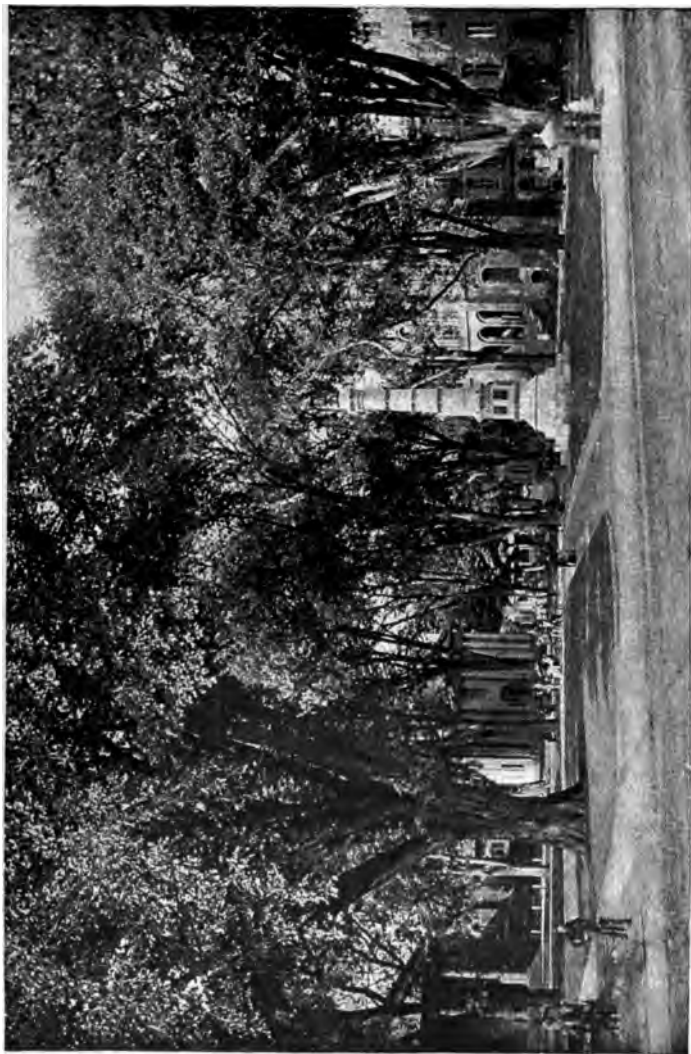
From North Wilbraham the route goes through a more fertile country, and it is only a few minutes' run until the car passes on the left Nine Mile Pond, truly a beautiful sheet of water, near which is the Lakeview House, while

across on the opposite bank of the lake is the Colonial Clubhouse among the shaded trees. Still run-



Connecticut River and United States Armory, Springfield

ning on through a fertile country and crossing the railroad tracks, the Chicopee River comes in view, and a little farther on the falls at Ludlow. The falls were originally called "Indian Leap" or "Leap of Roaring Thunder." History relates that after the destruction of Springfield in 1675, the Indians retreated eastward and encamped at the falls. Tradition adds that when the savages were pursued by the settlers, Roaring Thunder watched his men leap one by



Court Square, Springfield.

one into the wild waters and dashed to death upon the rocks, after which he, with his child held in his arms, followed the rest into the rushing torrent. There are many other places in the town which are to-day pointed out to the stranger as a favorite resort of the red men. Along the banks of the river are the large mills of the Ludlow Manufacturing Company. Across the river is the centre of the town with its beautiful homes and streets shaded by grand old trees.

Leaving Ludlow the car passes through Indian Orchard, another manufacturing village, and leaving on the left Five Mile Pond and continuing over a road as smooth and solid as a state highway, charming views here and there greet the eye as one is taken through fragrant groves of pine, oak and chestnut. Nearing the great inland city over the Boston road, the car passes on the right the City Farm, with its substantial buildings located on a large area of fertile land, and then enters a section containing many handsome residences. Then comes the United States Armory on the right with its large and beautifully shaded grounds containing many acres, recalling Longfellow's beautiful poem on the subject. Turning to the right and going along Main Street, the car comes to Court Square, the terminus of the line and the principal transfer points to cars radiating in all directions. Here is located the beautiful Courthouse, the Soldiers' Monument, and the site of the old Parsons Tavern, where Washington was entertained while passing through Springfield.

The tourist will find Cooley's Hotel, a short distance beyond the square, not only the most convenient to reach all lines of cars, but a homelike place, where the proprietor and his efficient clerks spare no efforts to make the sojourn of the traveller enjoyable.

SPRINGFIELD AND ABOUT THERE

Springfield, ninety-nine miles from Boston, one hundred and thirty-six from New York and one hundred and three from Albany, was settled in 1635 and was called Agawam at the time from its Indian name. It afterwards took the name of Springfield from the estate of William Pynchon, who was the first magistrate of the town. The people lived in peace with the surrounding Indians until the outbreak of King Philip's War, when they suffered with the other settlements along the upper Connecticut valley. On October 5, 1675, the town was attacked by three hundred warriors. Over fifty dwelling houses and barns were burned, but the loss of life was small. Since that date the importance of the city has steadily increased, it standing always as the centre of Massachusetts and having at the present time a population of 66,000.

The street railway system of Springfield has for years been the admiration of the street railway companies of New England. The rolling stock and the fine double-track roadway are parallel attractions. The equipment of this system cannot be equalled in New England. The nickel rides are fully as long as those in Boston, being between fifteen and sixteen miles. This is made possible not only by the fine connections from one terminus to another, but by a system of transfers which enables one to change from one car to another and thus continue the journey.

In the whole street railway system of Springfield the tourist will not find a single ride which is not a joy and a delight during the summer months. From the centre of the city many and varied trips may be taken. Through cars to Palmer, previously described, a line runs to Westfield, another one to Suffield, Conn., one up to West Branch on the Connecticut River and to Holyoke, Mount Tom and Northampton.* Other lines run to Chicopee and to Chicopee Falls, connecting at both places with cars for Holyoke, while another line runs to Forest Park, the noted

* See pages 49 and 52.



Main Street, Springfield

pleasure resort of Springfield. The lines from Springfield to Hartford are fully described elsewhere.

The rooms of the Springfield Board of Trade are centrally located at 259½ Main Street, about a block from the railroad station. All lines of electrics pass the door. Here the tourists will find a large reception room fronting on the main street. The Board cordially invites all visitors to this city, urging them to make use of the room, with its periodicals, writing materials, etc., and assuring them every courtesy will be extended to them.

SPRINGFIELD TO HOLYOKE VIA CHICOPEE AND CHICOPEE FALLS

Leaving Springfield, the car runs along Main Street and the base of Round Hill. On the left, crowned with handsome residences and spacious lawns, a fine view is afforded of the river. It is only a short distance to Brightwood, a manufacturing section of the city. Here a fine view is had of the river and sloping valleys, and in the distance is seen the hills of West Springfield and Mount Tom. The Chicopee River, as one enters Chicopee, is seen. At Chicopee one can change cars for a delightful ride to Holyoke.

On the way to Chicopee Falls one rides through a beautifully shaded street, and the Chicopee River is visible, flowing peacefully to the left, all the way to Chicopee Falls. Here cars may be taken to Holyoke or return to Springfield by a different route, passing many beautiful residences.

From Chicopee Falls the car passes over the river, affording a fine view of the falls to the right, with its rocky bottom. Ascending to the plain, a picturesque spot, a grand view is obtained of Holyoke, as the land slopes toward the river and valley. Mount Tom looms up, overlooking the surrounding country, and taken as a whole the scenery is a delight to the eye of the tourist.

Descending the hill into the valley, the car soon reaches Willimansett. From there it crosses the river to the City Hall in Holyoke.



New High School, Springfield

SPRINGFIELD TO SUFFIELD, CONN.

The line to Suffield, Conn., crosses the river and turns off to the left at the square in West Springfield, described in the trip from Springfield to Greenfield. This brings one in ten minutes into the pretty town of Agawam, a farming community, with views on every side of rural interest which extend down to the state line between Massachusetts and Connecticut. At this point one reaches the line of the Suffield Street Railway Company and crossing the line ascends a gradual incline, from which can be seen the great fields of tobacco for which Suffield is famous. Often these stretches extend near to the track, so that the inquisitive can see what "the weed" looks like in the plant. Still ascending hills, we come, after many beautiful views of the river to the east and of the Taconic Hills to the west, to Suffield and run down a broad street with fine residences and well-kept lawns, for Suffield is the richest town in the state in proportion to its population. Fifteen minutes from the state line and we are in the centre of the town and see before us on the right the buildings of the Connecticut Literary Institute, a school of considerable fame. Next to the school is the Kent Memorial Library, a finely equipped building erected by the late Sidney A. Kent, a wealthy meat dealer in Chicago, formerly a resident of the town.

Suffield maintains two hotels, one of which is directly across the Common from the Institute. Then on for a half mile we come to the present terminus of the line, though an extension to connect with the Hartford Street Railway at Windsor will be built this spring.

The time is one hour from Springfield and the fare ten cents. Cars run half hourly and every fifteen minutes in July and August.

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**SPRINGFIELD TO FOREST PARK
AND EAST LONGMEADOW**

One line runs out of Springfield to Forest Park, which is a popular resort for thousands of pleasure seekers. The

Park, which is located at the south end of the city, has an area of 400 acres, and in this area a great diversity of surface is found, while the scenery presents every aspect from the wildest to the most cultivated. The variety of trees and cultivated plants and shrubs is remarkable, and the Park is noted for its collection of animals and its lily and lotus ponds.

The line to East Longmeadow runs through the southern part of the city, and after emerging from the city, crosses Mill River Brook, which supplies power to numerous manufacturing establishments. Coming into the open country, it is a pleasant ride through a diversified suburban and rural section into East Longmeadow, Pecowsic Brook being crossed just before entering the centre of the town, where no less than seven roads diverge in different directions.

Another line runs to Westfield, affording many delightful river and country views.

A trolley ride is not complete
Unless beside you on the seat
You have a girl all dressed up neat
And Quality Chocolates to keep her sweet.

SPRINGFIELD to GREENFIELD and TURNER'S FALLS

Via Holyoke, Hatfield and Deerfield
Trunk Line

From SPRINGFIELD

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
W. Springfield	2	5c.	.10	48
Springdale	8	10c.	.40	
Holyoke	10	10c.	.50	48
*Mountain Park or base of Mt. Tom	14	15c.	1.15	
Smith's Ferry	16	15c.	1.17	
Mt. Tom Junction	18	15c.	1.20	
†Northampton	21	20c.	1.35	48
Hatfield	27	30c.	2.05	
So. Deerfield	34½	35c.	2.25	
Deerfield	40	45c.	2.47	
†Greenfield	43½	50c.	3.05	
Montague City	46½	55c.	3.20	
†Turner's Falls	48½	60c.	3.30	
‡Lake Pleasant	53½	70c.	3.50	
Miller's Falls	55½	70c.	4.00	
Montague	55½	70c.	4.00	

BRANCHES

From SPRINGFIELD

TO	No. of Miles	Rate of Fare	Running Time H. M.
Agawam	7	5c.	.38
Brightwood	1	5c.	.05
Chicopee	2½	5c.	.15

* Change here for Mountain car.

† Through cars Greenfield to Turner's Falls, Springfield to Northampton,
Northampton, Greenfield, Turner's Falls to Miller's Falls.

‡ Change here for Montague.

From SPRINGFIELD*(Continued from page 47)*

TO	No. of Miles	Rate of Fare	Running Time H. M.
Chicopee Falls	6	5c.	.30
E. Longmeadow	5	5c.	.30
Feeding Hills	9	5c.	.50
Forest Park			
Holyoke via Chicopee	10	10c.	1.00
Holyoke via Chicopee Falls	11	10c.	1.00
Mittineague	3½	5c.	.25
*Suffield, Ct.	13	10c.	1.00
*Westfield	10	10c.	.50

From HOLYOKE

TO			
*Amherst	14	15c.	1.05
†No. Amherst	17	20c.	1.15
Chicopee Falls	4½	5c.	.30
Base of Mt. Tom or Mountain Park	4	5c.	.25
‡Summit of Mt. Tom	4½	30c.	.35
Pelham	16	20c.	1.25
Springfield via Chicopee	10	10c.	1.00
Springfield via Chicopee Falls	11	10c.	1.00
Sunderland via So. Hadley	22	25c.	1.40
So. Hadley	4½	5c.	.30
*Westfield	11	15c.	1.00
Willimansett	2	5c.	.15

From NORTHAMPTON

TO			
*Amherst	8	10c.	.40
Easthampton	5	5c.	.25
Florence	3	5c.	.20
Hadley	3	5c.	.20
Haydenville	7	10c.	.40
Leeds	5	5c.	.30
Mt. Tom or Mountain Park	9½	10c.	.50
‡Summit of Mt. Tom	10	35c.	1.00
†No. Amherst	11	15c.	.55
Pelham via Amherst	10½	15c.	.55
†Sunderland	16	20c.	1.15
Williamsburg	9	10c.	.50

* Through cars.

† Change at Amherst.

‡ The fare includes a round-trip ticket on the Mountain Railroad.

UP THE CONNECTICUT VALLEY



NORTHWARD from Springfield, where two centuries ago the echoing war-whoop of the Indian affrighted the sturdy settlers who had penetrated the rich and fertile valleys of the Connecticut and Deerfield rivers, as they crept along their old trails through the virgin forest, the trolley car now wends its way through scenes of peace and restful beauty. To the hardy and adventurous spirits who had carried the tide of civilization westward, the country in these valleys and along the slopes of the Holyoke hills was like a vision of the Promised Land. From the summits of the mountains their eyes rested on a landscape almost unsurpassed for variety and beauty, and though no heaven-kissing spire then penetrated the green banks of foliage, or thrifty town nestled in the valley, their prophetic vision saw these things to come. No Mother Shipton among them, however, could foresee the advent of the electric car. Sturdily they set at work to clear the forests, making the wilderness blossom as the rose, until in 1675 the Indians, led by the recalcitrant King Philip, descended upon the valleys, and with the ferocity of the wounded animal fighting for life, left the Deerfield valley a destitute, blackened, blood-stained place. But civilization was not to be stayed. The tide submerged the Indian, and to-day the beautiful region north of Springfield, along the fertilizing stream that wends its way for nearly four hundred miles from the mountains to the sea,

merits the distinctive title of the "garden of New England."

The traveller to-day through this country no longer trudges wearily on foot along the steep and crooked trails leading through the mountain passes. Nor does he even suffer the jolting of the old coach that rumbled, in later years, between the great boulders and over the rocky ledges. To-day the trolley brings the mountains and the valleys alike under subjection. It goes along the rivers and up the hillsides with equal facility and even climbs to the summit of Mount Tom, from which the Indian sachem gazed over the encroaching settlements of the white men and laid his plans for the welter of blood which followed. The eternal hills of this section are volcanic in their origin, and to the educated traveller the scenery tells of the fiery upheavals which tossed and rent the solid elements and formed the picturesque landscape of to-day. Through these miles of hills and cliffs the traveller passes into the green valleys, an emerald gem set in a rim of turquoise hills.

In this region, too, is Mount Tom, with its stern and rugged outlines dominating the landscape, yet easily accessible by the combination of trolley and cable railway. Here, too, rises the majestic crown of Mount Holyoke, with its incline railway, and a summer hostelry on its summit. Mount Norwottuck, Mount Nonotuck, Sugar Loaf, Mount Toby and the smaller hills around have all been the scenes of Indian encounters, and add to their natural charms the interest of historic associations. From these summits the eye may roam over a country which in point of natural beauty it would be difficult to duplicate, and between them, on every hand, there are entrancing views.

Here, too, are the great seats of learning from which have gone all over the world men and women who have become identified with the nation's history. The colleges at South Hadley, the old institution at Easthampton, Amherst College, the Massachusetts Agricultural College, Mount Holyoke Seminary and Smith College at Northampton have all served the nation in supplying it with

well-educated men and women who are doing the world's work in every department of human activity. The towns of Hadley, Hatfield, Deerfield, with its Bloody Brook, are identified with Indian warfare, and still bear vivid reminders of the sanguinary encounters of more than two centuries ago. Holyoke and Turner's Falls, with their great manufacturing industries, are more distinctively of the present, but none the less interesting. In all these towns the trolley bears the visitor along beautiful old streets between ancient houses shadowed by towering elms which have stood since the days of the Indian massacres.

"To him who in the love of nature holds communion with her visible forms," as the poet puts it, this section speaks indeed "a various language." On every side are evidences of thrift and intelligent culture. The Connecticut valley is noted for its great fields of tobacco, corn and onions. Around the State Agricultural College, an object lesson in husbandry, have grown up villages which are noted for their superior cultivation of crops. He who loves to commune with nature may find it here in all its primitive wildness, or in the very acme of its development under cultivation. But it is when the forests, which cover the slopes of these hills, are turning to crimson and gold that the journey through the Connecticut and Deerfield valleys is most delightful. Then it is that the eye rests on a gorgeous picture, with which the tapestries of the Flemish artists are dull and tawdry in comparison. When the first touch of frost has changed the verdant green of the mountain sides to glorious reds and yellows, in every shade and variation, the view from one of these mountain summits is one which is well worth a trip from Boston or New York to see, and it is a dull mind indeed which cannot carry away some trace of a passage through such a country.

SPRINGFIELD TO GREENFIELD

TRIPS TO HOLYOKE, MOUNT TOM, NORTHAMPTON, HATFIELD AND DEERFIELD

THE car going up the valley of the Connecticut may be taken anywhere on Main Street or opposite Cooley's Hotel, the stopping place of all trolley tourists. The ride up Main Street is between handsome buildings and private residences set upon ample green lawns. A short run out of the city brings one to the great artery of New England, the Connecticut River, once the Quonektacut of the Indians, on the bank of which is Hampden Park, once a popular race track. Going over the river on the long bridge which spans the smooth surface of crystal, on the right Mount Tom and Mount Holyoke offer scenery of majestic grandeur, while to the left one has a pleasant introduction to the greatest and most beautiful valley in all New England.

After crossing the bridge the car enters West Springfield. Here is located a beautiful square shaded by grand old trees which even the greedy axe has not dared to destroy. It was on this common that a company of minutemen were drilled, and it was the camping ground of the British troops when General Burgoyne and his captive army halted two days on his way to Boston.

On the right of the square is the old Day House, the most interesting and picturesque building along the valley. It is in charge of the Ramapague Historical Society, who charge an admission of ten cents. In the quaint old house one will find many interesting old curios. The house is uniquely lighted by electricity installed in the old candlesticks and lanterns.

Here several lines radiate, running to Feeding Hills, Suffield, Conn., and to Westfield (for description see page 43). Turning to the right the car continues through a

shaded section, the spreading branches clad in the richest foliage of grand old elms. Ascending "Mount Orthodox" hill, an old substantial white church which can be clearly seen for miles up and down the river is passed on the right. It was in this church that the Rev. Joseph Lothrop preached; he was one of the most noted divines that ever lived in the Connecticut valley. During his sixty-five



Day House, West Springfield

years of ministry he wrote five thousand sermons, seven octavo volumes of which have been published.

Along through a model and industrial farming community, among many market gardens and stock farms with their blooded horses, the car rolls on. Nearer and nearer one comes to the bank of the river, across which Chicopee with its mills is plainly seen, while to the left, on a high elevation, richly picturesque views are had of the charming valley and the surrounding country. To the left along



1. Kenilworth Castle.
Scenes around Mountain Park

this green and fertile hillside are scattered the many substantial buildings of Mount St. Vincent for Catholic boys and girls, adjoining which is the Holyoke City Farm. To the north of Mount St. Vincent is the summer cabin of Hon. Wm. Whiting. Passing through Springdale, a small hamlet belonging to Holyoke, it is only a short run before the car enters the manufacturing section of Holyoke with its thirty-six mills extending for nearly a mile along the banks of the river. For some distance one is taken between these massive brick manufacturing plants over streets which are well paved and thoroughly clean. Passing the Hamilton Hotel, a popular hostelry where every attention is given to the table and where one is always sure of getting the best of everything, the car crosses the wide canals and up a steep grade and stops in front of the beautiful City Hall in the central part of this fine inland city which nestles at the base of the Mount Tom range on the west, while the other three sides are practically bounded by a bend in the river. From this point cars may be taken for many sections of the city, while suburban lines run to Amherst, South Hadley, Springfield via Chicopee, Chicopee Falls, Northampton and Westfield. (See Index.) The Public Library, recently erected at a cost of \$200,000 for land and building, stands on a square near the Elmwood branch line, and has the finest collections of Indian relics in New England.

The remarkable growth and prosperity of the city are almost wholly due to the great falls of the Connecticut River, which fall sixty feet in less than a mile and a half, and furnish water power to the several mills at a very low rate. Holyoke first came into existence in 1850. In 1846 the Hadley Falls Company (composed chiefly of Boston men) was incorporated for the purpose of constructing a dam in the river; the first dam broke away when the dam basin was about two-thirds full, but the present one is a very substantial granite structure. It is 30 feet high and 1,017 feet in length, and it is estimated that there is sufficient water power to supply 30,000 horse power. Holyoke's leading industry is the manufacture of writing and

envelope papers. There are also cotton, woollen, silk, machinery, thread, blank book and pump manufactories.

Leaving the Holyoke City Hall, on the way up the valley to Mount Tom, Northampton, Deerfield and Greenfield one comes in full view of Mount Tom outlined boldly against the sky, dominating the beautiful and picturesque section of the Connecticut valley, with its fertilizing stream wending its course among the mountains and spreading out on either sides extensive tracts of blooming meadows. Ascending the hill to a residential section called the Highlands, a look backwards one has a view of the "paper



Holyoke Dam

city," with the smoke curling upwards from its industrial hive. Looking across the valley, one sees South Hadley, with its attractive Mount Holyoke College buildings set off by a background of green forest coming down from the distant mountains. Ahead may be seen the Summit House on the tip top of Mount Tom, and one wonders how it is possible to reach it by the trolley. However, observing the strikingly picturesque scenery which abounds in all directions, after a few minutes' ride past the fine links of the Mount Tom Golf Club and beautiful Kenilworth Castle on the left and through a shaded section, one enters the area about the base of the mountain, where a large park of nature's most picturesque making is maintained by the street railway company. The park extends from the foot

of Mount Tom to the river, and covers an area of more than five hundred acres. From here the green forest-covered hills and dales along the winding river are unrolled in a panorama stretching out as far as the eye can see. Persons interested in the "bird tracks" found in the Connecticut valley sandstone can be directed in Mountain Park to a fine showing of these wonderful relics of past ages not over a half mile from the pavilion. After fully inspecting the beauties of this delightful pleasure resort, the tourist should not miss making the ascent to the summit of Mount Tom, the most picturesque scenic mountain in all New England, for the view from the summit is extensive and varied. The car is taken at the park for the lower station of the mountain trolley-cable road, where a round-trip ticket may be purchased for twenty-five cents. The signal bell rings and the car begins to move up the rocky slope. You hold your breath, not on account of the speed of the car, for it climbs the grade with such ease as not to suggest even the fear of giddiness to the most timid, but what a sight to behold! The fertile valley of the Connecticut, with its far-reaching and diversified landscapes on the east and south, appears like a land of promise. It is an endless panorama of exquisite scenery which cannot be definitely described on paper. Passing the downward car on the turnout midway, the summit is soon reached, and a glance to the westward reveals another setting both artistic and delightful. So many historic recollections, beautiful landscapes, fertile valleys and beautiful little villages and manufacturing towns enclosed in the great circle of hills and mountains cluster around one from this eminence that it is useless here to attempt to describe them all. For the benefit of the tourist, however, the company has placed in the observation room of the Summit House large maps showing the surrounding country within a radius of some twenty miles. This, with the assistance of large telescopes, also at the disposal of the tourist, and the aid of a competent attendant will enable visitors to locate all the objects of interest, and a half day may interestingly be spent at this delightful spot. A first-class café in a



Mount Tom
Incline Railroad
and
Summit House



Lower Station, Mount Tom Railroad

charming dining room with immense plate-glass observation windows gives visitors the opportunity to lunch while gazing upon New England's choicest scenery.

Returning to the base of the mountain, the trip continues on to Northampton, Amherst or Easthampton, three great educational centres. Leaving the park on the way up the valley, the car descends an incline to the base of the hills alongside the river bank (at Smith's Ferry), across which a fine view is again had of the buildings of Mount Holyoke College, situated on a commanding eminence in South Hadley.

There is much to attract the attention of the tourist; on the right Mount Holyoke rises perpendicularly one thousand feet, on the summit of which is the Prospect House, while on the left is Mount Nonotuck, forming a narrow gap through which the Connecticut flows onward until lost on the horizon. Then comes Mount Tom Junction, and crossing a loop of the river forming the famous Oxbow, a fine view is had of Easthampton, nestled along the bank of the Mahan River as it wends its way through the highly cultivated meadows. Looking ahead Northampton is plainly seen, while in the distance Mount Toby and Sugar Loaf Hill loom up. The terminus of the line is in front of the Courthouse, near which is a famous hotel, the Norwood House. Northampton, the "Meadow City," is delightfully located on rising ground about a mile from the river, toward which lie some of the largest tracts of fertile and beautiful meadow land to be seen anywhere in the Connecticut valley. The scenery of the entire city, with its ancient elms and shaded streets, is both picturesque and beautiful. The broad fertile meadows spread along the winding river, with graceful knolls and verdant uplands, form a most enchanting landscape.*

A short walk from the terminus of all centring in the city is the Hotel Norwood, built in the old-fashioned country style, delightfully situated and surrounded by a magnificent lawn, shaded by grand old elms, some of which

* See Northampton for description of branch lines.

are nearly a century old. Tourists will find everything done for their comfort and enjoyment.

NORTHAMPTON TO GREENFIELD.

Taking the car at City Hall, which is surrounded by



Late Residence of Sophia Smith, Hatfield.



Birthplace of Sophia Smith.

churches and business blocks, one passes the handsome Courthouse on the left as the car turns into King Street. The land on which it stands was given to the town in 1767 by fifty-six generous people, to be used solely for the

erection of a courthouse and as a common.

It is only a short run out of the city before the car

enters the open country, which is both fertile and beautiful. The combination of mountains, hills and valleys and the broad, strong river flowing through the country make the scenery unusually attractive. On the left is Laurel Park, the home of the Methodist Camp-Meeting Association and the Connecticut Valley Chautauqua Assembly. Both of these institutions are largely attended, and the park is the centre of much activity during the summer months.

The great tobacco fields, which are the distinguishing feature of the town of Hatfield, are next along the line. Fifteen hundred acres of land have been devoted exclusively to the cultivation of tobacco. Hatfield was at one time noted as a place for fattening cattle, but now one notices at once the substantial tobacco barns.

Passing over Mill River, which derives its name from the many small mills built at one time upon its banks, the car enters the centre of Hatfield. This prosperous old village is situated on the banks of the Connecticut, just above the great bend. Its beautiful, shady streets offer a cordial welcome to the visitor.

The town suffered severely from the ravages of the Indians during the reign of King Philip. The fear of the tomahawk and the scalping knife was felt in every dwelling. On August 25, 1675, the settlers, suspecting the Indians of being unfaithful, made an attempt to disarm them. The savages left the town, but were overtaken at the base of Sugar Loaf Hill, and ten white men and twenty-six Indians were killed. In October of the same year they made an attack on the town, but were repulsed. They renewed the attack the following May, burning many buildings and killing some cattle, but they were finally driven from the town.

As the car continues on through the shaded street one passes on the right a low brown house, the birthplace of Sophia Smith, founder of Smith College (see page 60).

Leaving the village, the fertility of the land and the natural scenic beauties never fail to attract the attention of the tourist as the trolley glides along. To the west and the north are the high hills of Conway and directly ahead

Sugar Loaf, with its conical peak of sandstone, and Mount Toby, covered with forest trees, form a great gorge through which flows the broad, clear current of the Connecticut. It is only a short run before the car reaches the foot of Sugar Loaf, which rises perpendicularly five hundred feet above the valley and is within two hundred feet of the river. It



Deerfield Street, Deerfield

was from this peak that King Philip laid his plans as he looked over the valley with cold, piercing eyes. The view to the south is remarkably beautiful, overlooking as it does the field of many a bloody battle, the first of which took place at the base of this hill.

Across the river Mount Toby rises to the height of

a thousand feet and silhouetted against the sky seems much higher than it really is. On one side of the mountain is a cavern sixty feet deep and one hundred and forty-eight feet long. It is a very weird and fascinating place. Passing on to the right of the Maplewood Tavern, a popular summer resort, North Sugar Loaf comes in view and the numerous hills of Conway on the left. Here one leaves the Connecticut valley and enters South Deerfield. Here on the left is the Bloody Brook House, delightfully situated and



Memorial Hall. Old Deerfield Academy Building

commanding a beautiful view of the surrounding mountain scenery. It is a place where guests can feel at home and obtain a good meal. Deerfield has been described as the quietest, prettiest, quaintest of old-fashioned towns. The houses are all of the old-time order, with dormer windows and leaded panes and half doors with consequential brass knockers. The main roadway is called "The Street" and is bordered by magnificent shadowy elms. The town is surrounded by charming wooded heights and penetrated by romantic gorges, all of which attract the artist and lover of natural beauty. Chief among the names of those who have

made Deerfield their summer home is that of J. Wells Champney, the New York artist.

Deerfield is the principal historical town of Franklin County, and one is reminded of this on reaching the next point of interest, the old stagecoach route which ran from Springfield to Brattleboro, Vermont. It is many years since the road was used for its original purpose, but it is a pleasant reminder of the old days.

Bloody Brook is the gory appellation of a charming stream, which the car passes at this spot. On September



Oldest House in Hampden County, Deerfield

18, 1675, Captain Lothrop and a body of men were returning to Hadley from Deerfield with a large quantity of wheat, which they had been obliged to leave when they deserted the town. They were met at this stream by a body of seven hundred savages, and Captain Lothrop and all of his men but seven were killed outright. The brook, which had up to this time been nameless and known only as a quiet stream flowing through a swampy thicket, was baptized in blood, and christened Bloody Brook. In the little park on the right a simple monument marks the scene

of the battle, and near by is a slab indicating the location of the grave in which these sixty-four brave men were buried.

The car leaves the scene of battle and enters the broad fertile interval, walled in on two sides by rocky heights. Through this interval, called the Pocumtuck Valley, flows the beautiful Deerfield River. This was at one time an important Indian river, and the region round about was famous as a hunting ground. The river flows between the



The Village Room, Deerfield

mountains and curves through the town in a most alluring way. The Deerfield valley was known as far back as 1675 as an extensive corn growing region.

After a mile's run through the swelling upland the car enters "Old Deerfield Street." This was laid out by a committee from Dedham, and called the "Town Plott." It was under the spreading limbs of the giant trees of old Deerfield that the white-haired apostle Eliot prayed so earnestly.



Scenes around Greenfield, Mass.

One of the most interesting institutions of Deerfield is the Pocumtuck Valley Memorial Association. The idea of this institution originated in the minds of a few patriotic spirits, who believed that something should be done to keep alive the memory of the brave lives and deeds of their ancestors. The building used as a Memorial Hall is the old Deerfield academy, built by subscription in 1798. The object of the association has been set forth as the collecting and preserving such memorials, books, records, papers and curiosities as may tend to illustrate and perpetuate the history of the early settlers of this region, and of the race which disappeared before them. In the fulfilment of this object Deerfield has one of the strongest possible links connecting the present with the past.

Leaving the historic old town one is carried along the valley and past Pine Hill, a favorite meeting place of the Indians, and over the Deerfield River as it meanders on to join the Connecticut. Here one may change cars for Turner's Falls, Miller's Falls and Montague, but it would perhaps be more desirable to change at the terminus of the line, in front of the Mansion House, the principal hotel in this charming place where everything is done for the comfort and convenience of its guests. Not only will one find in this hotel an excellent table but a genial proprietor.

Greenfield was once a part of Deerfield and was called Green River until 1753, when it was incorporated as a town. It is the political centre of the county. It is celebrated for its natural beauty, for its fine elms and other beautiful trees, for its travelling facilities, for its delightful drives, for its good schools and beautiful churches, and for its well-managed hotels and for its hospitality.

GREENFIELD TO TURNER'S FALLS, MILLER'S FALLS AND MONTAGUE.

Leaving Greenfield, the car follows the beautiful Deerfield River for a short distance, then crosses the Connecticut to enter the little village of Montague City. From this

point until Turner's Falls is reached only an occasional glimpse is had of the river. It is a delightful ride through this section in October, when the hills are covered with forest trees and many colors.

Turner's Falls was named after Captain Turner, who was killed during the Indian War in the most important engagement of the Connecticut valley, the Falls Fight. In the early spring of 1676 a large body of Indians collected here for the purpose of catching a year's supply of shad



Turner's Falls

and salmon. The inhabitants, fearing that when the fishing was over the Indians would continue to infest the valley, sent one hundred and fifty men from the towns of Hadley, Hatfield and Northampton, under Captain Turner, to drive them out of the valley. They reached here in the dim twilight on May 19. Finding the savages in deep sleep, with no skulks or watch abroad, they took deliberate aim and fired. The report of their muskets mingled with the yells of the savages, who fled in terror. Some rushed into the river and were drowned, while others leaped into their canoes and were carried over the falls and swept away by the current. On the return march the whites were overtaken near Green River by another band of

Indians under the guidance of King Philip himself. A short encounter took place, and many men were killed, including Captain Turner.

The village is attractively situated in the glen, surrounded by small, steep hills. The river slips quietly in through the wooded hills and flows placidly through the village. As it nears the falls it becomes turbulent and rushes over them with great force and velocity.

The village is the home of several large industries. The massive brick walls and tall chimneys are not unattractive indications of the business life of the place.

It will pay one to continue the trip to Miller's Falls, Lake Pleasant and Montague. From the high plain charming views may be had of the winding Connecticut against the background of hills on the north and west, with Turner's Falls in the picturesque valley below. Along the plain the car passes through a barren, unsettled region. Mount Toby, Sugar Loaf, Mount Tom and Mount Holyoke help to diversify the scenery, but do not break the solitude. The smoke from the engines coming up from the valley below by day and the electric lights in the railroad yard by night give one every indication of an enterprising manufacturing village.

The farther the car goes the more one is impressed by the sylvan scenery. Lake Pleasant is a lovely sheet of water and justly popular both as a summer resort and as a camp-meeting ground for the Spiritualists. These meetings are held in the open air right on the shore of the lake in a natural amphitheatre formed by the hills.

From Lake Pleasant a line runs off to the right to the little hamlet of Montague, whose surroundings indicate that it was laid out with an eye to comfort as well as picturesque effect. A mile and a half farther on brings one to Miller's Falls, the terminus of the line. It is a thriving village on the bank of Miller's River. The scenery to the northward is rich, rolling country and beautiful mountain views.

SPRINGFIELD to NEW YORK CITY

Trunk Line

From SPRINGFIELD

TO	No. of Miles	Rate of Fare	Running Time H. M.	For Branch Lines see page
Longmeadow	6	5c.	.30	
Thompsonville	8	10c.	.40	72
Enfield	12	10c.	.50	
Warehouse Point	14	15c.	1.00	
E. Windsor Hill	20	20c.	1.18	
So. Windsor	23	25c.	1.30	
E. Hartford	25	30c.	1.53	
Hartford	28	30c.	2.00	72
Newington	34	40c.	2.30	
*New Britain	39½	40c.	2.50	
Plainville	44½	43c.	3.20	73
Lazy Lane	47½	50c.	3.35	
Southington	49½	55c.	3.50	73
Cheshire	55½	75c.	4.05	
Mount Carmel	61½	85c.	4.30	
Whitneyville	66½	90c.	4.54	
New Haven	69½	95c.	5.12	73
Savin Rock	74½	1.00	5.42	
Woodmont	78	1.05	5.57	
Milford	82½	1.10	6.22	
Stratford	88	1.15	6.73	73
Bridgeport	92½	1.20	7.12	
Fairfield	97½	1.25	7.42	
Southport	99	1.30	7.52	
Westport	103	1.35	8.12	
Saugatuck	105	1.40	8.22	
Norwalk	106½	1.40	8.32	

(Continued on page 71.)

* From here a branch line runs to Berlin, 4½ miles. Fare 5 cents. Time, 30 mins.

Trunk Line
From SPRINGFIELD

(Continued from page 70.)

TO	No. of Miles	Rate of Fare	Running Time H. M.
So. Norwalk	108½	1.45	8.42
Darien	113½	1.55	9.22
Noroton	114½	1.60	9.27
Stamford City Line	115½	1.60	9.37
Stamford	117½	1.65	9.52
Greenwich	123½	1.75	10.32
Portchester	126½	1.80	10.52
Rye	128½	1.85	11.02
Mamaroneck	132½	1.90	11.32
New Rochelle	137½	1.95	12.07
Mount Vernon	141½	2.00	12.27
Harlem River, 120th Street	150½	2.00	13.25
City Hall, New York City	158½	2.08	14.05

Through cars and where changes are necessary in making the trip:

Springfield to Hartford, Hartford to New Britain, New Britain to Plainville, Plainville to Southington, Southington to Cheshire by train, Cheshire to Mount Carmel, Mount Carmel to New Haven, New Haven to Bridgeport, Bridgeport to Norwalk, Norwalk to Stamford City Line, Stamford City Line to Stamford Centre, Stamford Centre to Larchmont Town Line, Larchmont Town Line to New Rochelle, New Rochelle to Mount Vernon, Mount Vernon to Harlem River at 120th Street, Harlem River to New York City Hall either by Third Avenue Surface or Elevated lines.

Take
Quality Chocolates
to make your smile permanent

SPRINGFIELD to NEW YORK CITY

Branch Lines

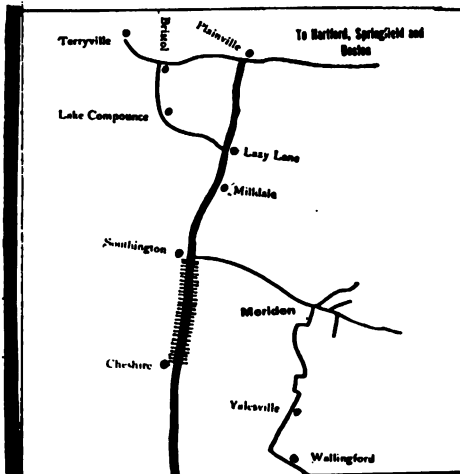
From THOMPSONVILLE

TO	No. of Miles	Rate of Fare	Running Time H. M.
Hazardville	3½	5c.	.15
Somersville	6	10c.	.33
Somers	8	15c.	.45

From HARTFORD, CONN.

TO	No. of Miles	Rate of Fare	Running Time H. M.
E. Hartford	2	5c.	.15
Farmington	9	15c.	.50
Glastonbury	7	10c.	.45
Burnside	4	5c.	.25
Hackamun	4	5c.	.30
So. Glastonbury	9½	15c.	1.00
Manchester	9½	15c.	.50
No. Manchester	9	15c.	.50
Rockville	17½	20c.	1.23
Laurel Park	5½	10c.	.30
So. Manchester	9½	15c.	.55
W. Hartford	3½	5c.	.25
Wethersfield	4½	5c.	.30
Poquonock	10½	15c.	.50
Unionville	13	20c.	1.00
Rainbow Park	12	15c.	1.00
Windsor	7	10c.	.30

(Continued on page 73.)



Branch Lines*(Continued from page 72.)***From PLAINVILLE, CONN.**

TO	No. of Miles	Rate of Fare	Running Time H. M.
Bristol	3½	10c.	.45
Forestville	1½	5c.	.15
Lake Compounce via Forestville	5½	10c.	.32

From SOUTHTON, CONN.

TO			
Meriden	6	10c.	.30
Wallingford	15	25c.	1.15

From NEW HAVEN

TO			
Branford	9½	15c.	.54
Derby	7	15c.	.45
E. Haven	4½	5c.	.30
Fair Haven	2	5c.	.18
Fort Hale	5½	10c.	.36
Light House Point	7½	10c.	.42
Montowese	5½	10c.	.36
Westville	3½	5c.	.24
Whitneyville	3	5c.	.18
E. Rock	2	5c.	.12
West Rock	2½	5c.	.18

From STRATFORD

TO			
Shelton	10	20c.	.37
Derby	10½	20c.	.40
Ansonia	12½	20c.	.55
Seymour	15½	25c.	1.10
Pine Rock Park	5½	10c.	.20

SPRINGFIELD TO NEW YORK CITY

THROUGH HARTFORD, NEW HAVEN AND BRIDGE- PORT

From Springfield a car marked "Hartford" is taken at any place on Main Street or in front of Cooley's Hotel, and the ride is through a beautiful residential district, up a long incline. Once at the summit, there is a charming view of the glistening waters of the Connecticut River ahead. It is a short run through Longmeadow, with its typical broad green and rows of arching elms dear to the hearts of those who love the old New England towns. The town is full of historic houses. In the church hangs the bell bought from Paul Revere in 1810 to take the place of the drum then used. Crossing the state line, which is marked by a weather-worn stone, it is only a short run into Thompsonville, a carpet manufacturing town, from which a branch line runs off to the left to Hazardville, Somersville and Somers. The ride is one of entrancing beauty, the views of the high bluff of the river, off to the right, and the great pile of Mount Tom overshadowing the town of Holyoke in the rear, being especially beautiful. Following the river valley through Enfield, a homelike little village, there are views of pastoral life. Still pursuing the peaceful waters of the Connecticut and going through a prosperous farming country, the great tobacco warehouses of Warehouse Point are seen on every hand. Along the river bank the car still runs through a picturesque country along a high elevation, with occasional glimpses of the river to the right, while to the left are the mountains of Somers. The car now enters East Windsor Hill, with its many noble elms planted by the Hessian soldiers in 1781. In this town was also born John Fitch, the inventor of the steamboat, and here lived and preached Rev. Timothy Edwards, whose son, Jonathan Edwards, was later destined to become more famous than his father. One of the early settlers of this

locality was Samuel Grant, ancestor of General U. S. Grant, and the old colonial homestead is still a prominent landmark. Here is also the Eagle Tavern, a noted place in the old stagecoach days. Crossing Stoughton's Brook, South Windsor is soon reached, situated upon high land overlooking the Connecticut valley, Hartford and the glistening dome of the State Capitol. The car runs through East Hartford under a double row of magnificent elms, said to have been planted during the Revolution, then into the city of Hartford, where among the sights of interest are many places connected with the early history of Connecticut. Memories of the colonial days are found in the Public Library, the Connecticut Historical Society's building, the Square, Charter Oak Hill, and the old City Hall, erected in 1796. Among the historic houses are those of Governor Talcott, General Terry, Dr. Henry Brainerd, Noah Webster, Moses Goodwin and the offices of the Hartford *Courant*, the oldest daily in the United States, and the Hartford *Times*, established in 1814. The Capitol, which rises on Capitol Hill, is of alabaster whiteness and is the most beautiful of many fine architectural examples.

Hartford is noted for its many fine suburban trolley lines. For description of same see index to descriptive matter in back of Guide.

One may reach New Britain, the next stopping place, by the third-rail system of the New York, New Haven & Hartford Railroad, but the trolley route is preferable. The car, taken at City Hall, runs through the business section of the city and into a suburban district, passing high Cedar Mountain on the left, from which a fine view is had of the surrounding country, thence through the village of Newington, one of the old New England towns, settled in 1670. For some distance the speed of twenty-five miles an hour is maintained before reaching New Britain, which is located upon a commanding situation, and containing many fine public and private buildings. This town is noted for manufactures of locks and hardware, and was the birthplace of General Patterson of Revolutionary fame, and Elihu Burritt, "the learned blacksmith."

From here a branch line runs to the pretty country town of Berlin, and the ride is a delightful one, passing through thin rows of houses with well-kept farms and orchards sloping back on either side. East Berlin, located on the Sebethe River, has many attractions for those who love the quiet life.

Continuing on the main line the car for Plainville runs along West Main Street, which has handsome residences and large, well-kept lawns on either side. Soon one reaches Oak Park, in the outskirts of the city, and passes a popular resort on the shore of a pretty lake, which provides boating in the summer. Within the park entertainments are given every afternoon and evening. From here the route is through an open country until the little village of Plainville, with its neat houses and fine old shaded streets, is reached. On the opposite side of the railroad tracks is a trolley line which affords an attractive side trip to Bristol, once the centre of the clock industry.

At Forestville a car may be taken for Lake Compounce, one of the most beautiful resorts in the whole state. (For description see branch from Lazy Lane below.)

At Plainville one changes to a car for Southington for a delightful ride through a rural country with many well-tilled market gardens along the Quinnipiac River, passing Lazy Lane,—

A transfer junction to Lake Compounce, which derives its name from the Indian Chief Compounce, who is said to have been drowned here while trying to swim across the lake with a brass kettle he had stolen. The natural charms of the place are many and diversified, and the view from the hills above the lake is well worthy of the climb up the steep bluffs.

It is only a short run from Lazy Lane to Southington, with its wide and attractive streets shaded by fine old trees. It was once the great centre of supplies for Yankee tin peddlers, and all kinds of Yankee notions were manufactured here, on which account it has been called the original "wooden nutmeg" town. Now that the Yankee tin peddler has gone to that bourne from whence no business enterprise returned, the town is largely devoted to the manufacture of iron ware.

From Southington a line runs through to Meriden and Wallingford, which was originally the trolley trunk line between Boston and New York. (For description of trip see index to descriptive matter.)

Here one finds the only break in the trolley line between Boston and New York, and is therefore obliged to take the steam train to Cheshire. The distance, however, is only six and one-half miles, and the running time fifteen minutes, trains running between Southington and Cheshire. (See local time tables, N. Y., N. H. & H. R. R.) Cheshire was settled under the jurisdiction of Wallingford in 1723, and was set off and incorporated as a town in 1780. It is the home of the Cheshire Academy, founded in April, 1796.

From Cheshire to Mount Carmel the ride is a pleasant one, affording fine views of the rolling hills and mountains. At Mount Carmel another change is made for a delightful ride to New Haven with views of Mill River, Lake Whitney, a beautiful reservoir winding far back among the hills, the city of New Haven and the Sound. It also passes through the little villages of Centreville, Whitneyville and Angerville before reaching New Haven Green, where the traveller may profitably spend some time in looking about. In old times the southern edge of the Green was the market place. On Church Street, on the right, are the City Hall, Public Library and Courthouse. On the upper part of the Green are Trinity, Centre and United Churches. The Green is bordered by elms more than a century old, and College Street, which runs through the northern side, separates it from the campus of Yale University. Within the quadrangle still remain some of the ancient houses in the old "brick row." Along the Elm Street side of the campus is Durfee Hall and at the next corner, with its back to High Street, stands Alumni Hall with its octagonal towers. Dwight Hall, on the left, comes next, and then the group of ivy-covered college libraries. At the left is the fine new college library building and beyond the great bronze statue of Professor Silliman is the Art Building. The magnificent Vanderbilt Hall and Osborne Hall, on the corner of Chapel and College streets, complete the quadrangle.

Trolley tourists will find the New Haven House, nearly opposite Vanderbilt Hall, a most comfortable place for their headquarters while in New Haven. The house has entertained many distinguished guests, and still maintains its reputation for hospitality. In the months of June, July and August guides may be secured near here for the tour around the college, and the payment of a fee is optional with the tourist, there being no charge for their services.

To continue on the main line to New York the route runs past the railroad station to Kimberly Avenue, where there is a fine ocean view. Lighthouse Point stretches out into the ocean, and the horizon line is marked with white sails. Crossing the historic West River, the car runs along Elm Street, appropriately named for its great rows of beautiful shade trees. Passing many handsome residences, the car reaches West Haven Green, with its venerable churches and ancient burying ground. At Railroad Grove are found many attractions for the people of New Haven who wish to escape from the hot city for an afternoon's outing. A commodious theatre and a pier fifteen hundred feet long, an electric fountain, toboggan slide and other attractions make Savin Rock the Coney Island of Connecticut. The place has historic memories, for here on July 3, 1779, about fifteen hundred British troops with five fieldpieces landed and started on their march for New Haven.

Running along past Colonial Park, where the Connecticut Building erected at the World's Fair in Chicago now stands, the trolley line goes on past Oyster River Point to the pretty little village of Woodmont. The road skirts the shore closely, and after passing the old Merwin estate and Pond Point, the traveller comes to the pretty village of Milford, settled in 1639. On Memorial Bridge, which spans a cataract, the names of the first settlers are hewn on the rough blocks of granite. In the ancient graveyard are tombstones more than two hundred years old. Among them is a monument to the memory of forty-six patriot soldiers who died of exhaustion after being set ashore from British prison ships at the close of the Revolution. Milford

is to-day becoming a place of residence for many wealthy New Yorkers.

From Milford the line runs over marshes and past beautiful Meadows End into the ancient town of Stratford, founded in 1639, with its handsome wide streets shaded by giant elms. Here the wide Housatonic River is crossed. In the town are many old homesteads, and the great elm at the corner of Main and Church streets is reputed to have been the elm switch which "Mistress Huldah," the belle of Stratford, left sticking in the ground after a ride on her palfrey. A milestone in Stratford still marks the post road which Benjamin Franklin paced between Boston and Philadelphia.

From Stratford a charming side trip is afforded by taking the car on the branch line for Shelton, Derby and Ansonia. This line runs northward, with the Housatonic River on the right, upon the bank of which is Pine Rock Park, a popular summer resort, commanding a magnificent view of the valley. Running on into the manufacturing town of Shelton, the river is crossed to Derby, from which one may return to New Haven directly. It is a short ride farther to Ansonia, known all over the world for its brass works. The town of Birmingham, reached by a short ride, has a splendid stone dam over the Housatonic, with a fall of twenty-three feet.

Continuing from Stratford, with the Sound on the left, the excursionist crosses the Pequonnock and comes into Bridgeport, on the old Boston post road, the third city in Connecticut. At Seaside Park, on the water front, shaded by trees, stands the handsome Soldiers' and Sailors' Monument, with the granite figure of War surmounted by a bronze Victory. Further down the shore, at the public playground, is a bronze statue of Elias Howe, inventor of the sewing machine, and beyond is Ball's statue of P. T. Barnum, one of Bridgeport's most successful and honored citizens.

The main line westward from Bridgeport runs on to Black Rock, Fairfield, and points beyond. Starting at the railroad station, the cars go through a section full of pic-

turesque scenery into the old town of Fairfield, which was laid waste by the British in the Revolution. The records of this historic town were found in an old trunk a few years ago and are unusually complete. This was a favorite stopping place on the stage route between New York and Boston, many a distinguished party often being seated at the table of the Benson Tavern. Many notable historic houses are to be seen in the town.

Running on westward, with Pine Creek Point off to the left, a ride of two miles brings one to beautiful Southport, a charming shore village on the old Boston post road. Here is the fine Pequot Library, relating to the history of the Pequot Indians, who met their final defeat on the present site of the library. Going on across country, with beautiful glimpses of Long Island Sound on the left, the car crosses the Westport River at a little village of the same name, formerly known as Saugatuck. Here the British landed two thousand men in Revolutionary times to destroy the military stores at Danbury.

If the tourist desires he may take a branch line to Compo Hill, at the foot of which is a beautiful beach and where a fine ocean view may be had, while another local line runs a mile northward up the Saugatuck.

The direct journey from Westport runs along the banks of the tidal estuary of the Saugatuck River, and the scenery to be observed is among the most charming to be found anywhere on the trip. Running along through beautiful wooded country for a short distance, the traveller comes into old Norwalk, which irregularly covers the hills about the estuary of the Norwalk River. This delightful and interesting old town dates back to 1640, when the land was purchased from the Indians by Roger Ludlow. In the Revolution General Tryon burned the town. The place has varied manufactures, and its residential district is enriched by the homes of many wealthy New Yorkers.

A branch line runs a short distance out of town to Five Corners and another to Winnipauk, a little settlement on the Norwalk River.

The main line runs down the east side of the Norwalk

River to East Norwalk, a side line going to Gregory Point, and crossing the mouth of the river, one enters South Norwalk, with its fine seaward view. From here the line runs due south, so closely skirting the water that the sands of the Sound come up to the railroad tracks, the view being one of the finest that can be imagined. At Pine Point one is near the scene of the great oyster beds which have made Norwalk famous. Running along the incomparable coast, many an artist's home may be seen in summer, and all along the shore are beautifully kept villas and delightful cottages. Turning in from the shore, the line runs through Rowayton and then into Darien, where the British came in the Revolution and captured Rev. Moses Mather and his flock while at church and carried them off to Long Island as prisoners. Darien to-day is peaceful, and here may be seen the handsome clubhouse of the Wee Burn Golf Club, whose attractive and well-kept links are opposite. Just beyond the line runs into Noroton, where St. Luke's Church is one of the attractive architectural specimens. Crossing over the Noroton River, the line comes to an end at Stamford, purchased from the Indians in 1640 by the pioneers. From here a line runs through to Greenwich, the historic town where Putnam was pursued by the British and plunged down the bluff near the old chapel when riding towards Stamford for reinforcements.

From Greenwich the line passes through Portchester, Rye and Mamaroneck to New Rochelle, all famous as the homes of wealthy New Yorkers and noted for the development of country life in its highest forms. Rye has a famous golf course, and New Rochelle is the home of many literary and artistic people, among them Francis Wilson, the comedian, J. M. Mitchell and Tom Masson of *Life*, Frederick Remington and E. W. Kemble, the illustrators, and others whose names are equally familiar. The trolley line runs through a charming suburban country through the towns of Mount Vernon and West Farms, entering the outskirts of New York City at One Hundred and Twenty-ninth Street, at the Harlem River, where one may take either the Third Avenue surface or elevated to City Hall.

BOSTON to CONCORD, HUDSON, FITCHBURG and GARDNER

Trunk Line

From BOSTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Arlington Heights	9	5c.	.55
E. Lexington	10½	10c.	1.01
Lexington	12	10c.	1.08
Bedford	16½	15c.	1.31
Concord	21	20c.	1.55
Westvale	24	25c.	2.15
Maynard	28½	30c.	2.30
Stow	30½	35c.	2.40
Hudson	36	40c.	3.05
Berlin	44½	50c.	3.45
Clinton	49½	70c.	4.05
Lancaster	53½	75c.	4.25
Leominster	58½	85c.	4.50
Fitchburg	65½	90c.	5.20

BRANCHES

From LEXINGTON

TO	No. of Miles	Rate of Fare	Running Time H. M.
Woburn	4½	5c.	.30
Waltham	4½	10c.	.20
Newton	9	10c.	.45

From BEDFORD

TO	No. of Miles	Rate of Fare	Running Time H. M.
Billerica	6½	5c.	.24
Lowell	12½	10c.	1.00
Nashua, N. H.	26½	25c.	2.24

NOTE.—For information pertaining to Athol, Baldwinsville, E. Templeton, Orange, Otter River, So. Gardner, Wachusett, Templeton and Westminster, see branch lines from Fitchburg (pages 5 and 6).

A car runs from Sullivan Square (Elevated) to Lowell without change, passing through Bedford, or one may take an Arlington Heights car and there transfer.

BOSTON TO FITCHBURG AND BEYOND

VIA

LEXINGTON, CONCORD AND HUDSON

THE American who would pay a visit to the literary shrines of American authors and the historical battle-grounds near Boston must take the trolley journey to Lexington and Concord, which is a part of the ride on the main route from Boston to Athol and Orange. The route is through a country rich alike in literary and historic associations.

To begin the journey, an Arlington Heights car may be taken in the Subway or at Sullivan Square terminal of the Elevated. Leaving the Subway the route is through Copley Square and over Harvard Bridge to Harvard Square, around which are clustered the college buildings. Passing on the left the First Church, Christ Church and the ancient burying ground, one soon comes to Arlington Heights, passing many tablets and ancient taverns. At Arlington Heights a Concord car is taken and the ride is through a rural country into East Lexington. At every turn the traveller sees old houses which witnessed the stirring events of 1775, while at many places tablets indicate historic spots. As the car enters Lexington a branch line leads off to the right through a valley known as Shaker Glen, a delightfully picturesque spot, to Woburn, where connections may be made to Burlington, Billerica, Lowell, Reading, Lawrence and other places.

At the Town Hall, a little farther on, a line diverges to the left to Waltham, the Newtons and Waverley, all affording attractive views. The tourist will find much of interest in the Town Hall and Cary Library, near Lexington Green, where the first battle of the Revolution was fought. On the Green are many objects of interest, — the bronze statue of Captain John Parker, commander of the minutemen,

MUNROE TAVERN



MEETING HOUSE MONUMENT



Lexington Common



STONE CANNON



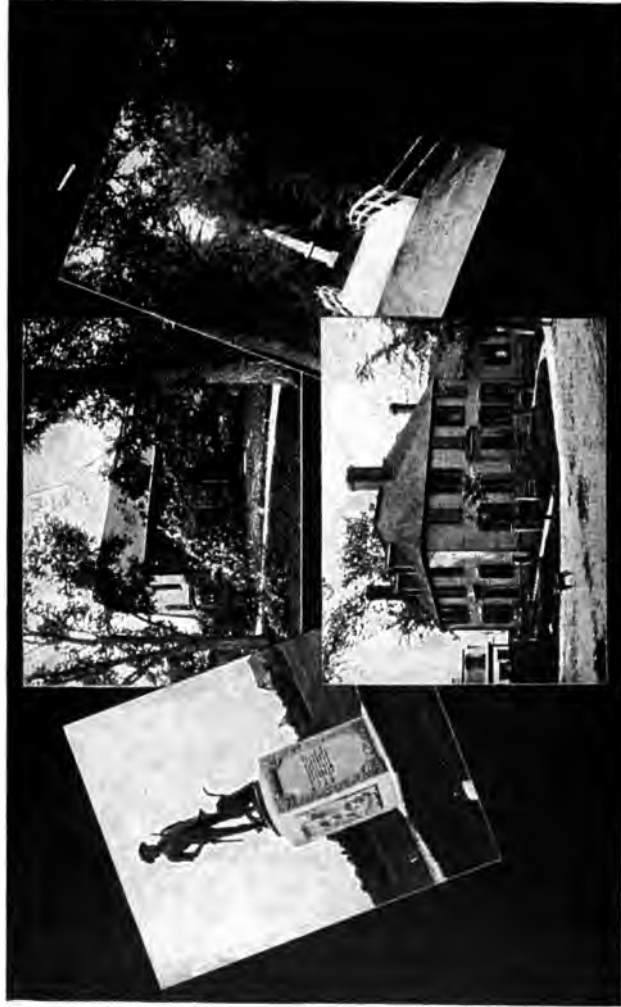
MONUMENT

the stone pulpit back of the fountain, marking the site of the first three meeting-houses, and at the upper end of the Square a boulder marking the "Line of the minutemen." Around the Green are many historical houses, — the Merriam House, the Congregational Church, built in 1729, and the old house where Jonathan Harrington, who, wounded in the battle, fell dead at the door. The monument, erected in 1799, is the oldest memorial of the Revolution. Short walks from the Green, in any direction, lead to historic places.

Leaving the Green the car goes through North Lexington, passing Lexington Park, a popular summer resort, and along the valley of the Shawsheen River to Bedford, passing the old Stearns House, known at the time of the Revolution as Fitch's Tavern, the rallying place of the Bedford minutemen. Here a line runs off to the right to Billerica and Lowell.

Taking the car at the little triangle known as Wilson Park in Bedford, the Concord River on one side, and the hills of Lexington on the other, can be seen. Sleepy Hollow Cemetery, the burying ground containing the remains of some of America's most famous writers, soon comes into view. Here is the grave of Henry David Thoreau, the "poet-naturalist," near which is a small stone with the one word "Hawthorne" cut upon it, under which lie the remains of America's greatest romancer. On the opposite side of the path is the grave of Louisa M. Alcott, and a few paces beyond is the sentinel pine which Emerson chose, long before his death, to mark his burial spot. A large boulder of unhewn quartz marks Emerson's grave, and upon it is a plate with his name and years and two lines from "The Problem."

Leaving Sleepy Hollow the car goes on into the historic and interesting town of Concord, where the terminus is reached at Monument Square, which is the centre of the town's historic localities. In the Square is the famous Wright Tavern. This house was built for a tavern in 1747, and for more than a century has been known the world over as Wright's Tavern. On the morning of April 19,



By permission of John F. Wood, Medford, Mass.
Statue of Minuteman

The Old Manse
The Wright Tavern

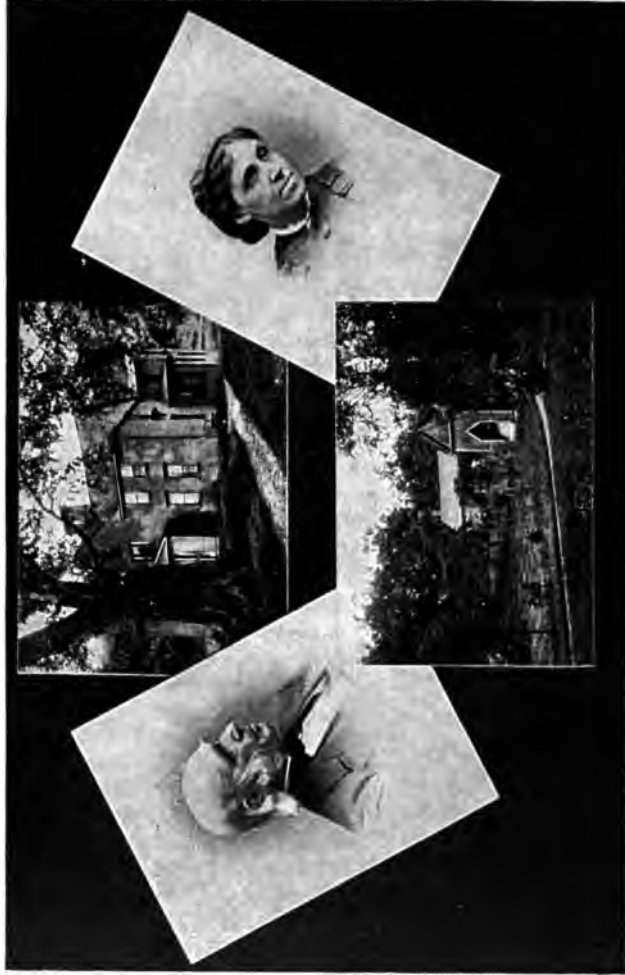
The Old North Bridge

1775, when the minutemen first met on the Common, they made Wright's Tavern their headquarters, to which in case of an alarm being given of the near approach of the British soldiers they were to repair immediately for orders. Captain Smith, coming in with a part of his company from Lincoln, reported there; and after the retreat to the other side of the river, Colonel Smith of the 10th British Regiment established his headquarters in the place just vacated by the rebel commanders. Here Major Pitcairn made his famous boast that he would "stir the blood of the d— Yankees before night."

Beyond, to the left, is the home of the Antiquarian Society. Farther on were the homes of Emerson, the Alcotts, Hawthorne and the house in which Thoreau was born. Half a mile from Monument Square, on the west side of the village, is the North Bridge, where was fired "the shot heard round the world," and near by is the Old Manse, where Emerson wrote his "Nature" and Hawthorne gathered his "Mosses."

Who that has read Thoreau's "Week" ~~that~~ does not long to spend a few days along the Concord River? In this busy age we cannot all spend that time, but, thanks to the modern developments of electricity, any one can travel about Concord by trolley and share in the delights of historic associations and the charm of natural scenery, while seated in the commodious cars of the Concord, Maynard & Hudson Street Railway, which runs from Concord to Hudson, forming a connecting link between Boston, Hudson, Clinton, Worcester, Fitchburg and beyond.

The street railway is fully up to date in everything. Its organizers and managers are prominent business men of the towns traversed, and its power house, which is passed in the town of Maynard, is a model. Its equipment is of the best, and it has three handsome parlor cars for special excursions and private parties, among the finest in New England. The roadbed of the line is firm, and the traveller who takes this line for pleasure, to follow the route on which the minutemen went to the birthplace of American independence — Concord — on the memorable 19th of



By permission of John F. Wood, Medford, Mass.

A. B. Wood

Alcott

Orchard House
Hillside Chapel

Louise M. Alcott

April, 1775, will not only be richly repaid by what he sees, but will be able to make the journey in comfort, an essential feature of a pleasure excursion by trolley. The economic importance of the line is great, opening up a new section, and with its contemplated connections—Sudbury, South Framingham, Northboro, the Actons and Lowell—it will form one of the most important connecting links of electric railway in Massachusetts.

Leaving the Square one is taken through beautifully



On the Way to Concord

shaded streets, and in a short time comes in full view of the Concord River as it flows peacefully through the rich meadows. Skirting the highway one soon reaches Concord Junction, where the buildings of the Concord Reformatory may be seen off to the right.

Entering historic Acton, established as a town in 1735, the car runs through the pleasant woods and soon enters a little village where dwell those employed in the great Acton Powder Mills, situated on the left. Turning



Parlor Car of Concord, Maynard & Hudson Street Railway Co.

to the right the traveller comes into Maynard, a town made out of parts of Sudbury and Stow, and at the left are seen the picturesque Paper Mills Falls. In Maynard the car runs through the business section, passing the immense plant of the American Woolen Company, formerly the Assabet Manufacturing Company. From here the line runs along the valley of the Assabet for the most part, the river being crossed no less than six times on the journey. It is a short run to Stow Lower Common from Maynard, a fine view of the town being had by looking backward as the car leaves Maynard. Stow Common is surrounded by attractive country homes, and one old building known as "Hosmer's Folly," of peculiar and expensive arrangement, the wall paper in the parlor being imported from London about 1800 at a cost of \$450. Leaving the Common, with its fine trees, the car enters Stow Centre, incorporated in 1683, and was known to the early settlers as the Pomposetticuty Plantation. Passing the old church and Public Library, the car rounds "Clark's Corner," and below the pretty country home of Mr. A. J. Smith, with its widespreading elm, the line leaves the highway and runs through the fields, rich in pastoral scenery. Emerging upon the highway once more, the track circles to the left and runs into Gleasondale, a part of the town of Stow, with its fine new Methodist Church, presented to the town society by the Gleason family. Leaving this settlement behind the line enters private land, running under the bridge of the Boston & Maine Railroad, enters Hudson, passing the Assabet River again and going down Main Street into Wood Square, where connections are made with other lines. Hudson is one of the most progressive towns in the state, and since the great conflagration of July 4, 1894, which wiped out most of its business district, it has been substantially rebuilt. From here electric connections are made with Worcester, sixteen miles; Boston, thirty miles; Fitchburg, twenty-four miles; and Marlboro. This town was established in 1886, out of the towns of Marlboro and Stow. The falls of the Assabet River are among its sights.

From here the car goes through a farming district to Berlin Centre, passing the old Peters estate, the Unitarian, Congregational and Methodist churches in the order named. Down the hill the car goes, and crossing the railroad tracks, enters, after a short run, Clinton, where connections may be made for Worcester. Here a change is made to a car for Leominster. The ride is a delightful one through a prosperous farming country, passing Fuller's Mill Pond and over the Nashua River before entering Lancaster, the oldest town in Worcester County, the car passing to the rear of the palatial country estate of Eugene V. R. Thayer, and again joins Main Street and over the river into the centre of the town, with its streets beautifully shaded by ancient elms. In the distance to the right may be seen the famous "Lancaster elm," said to be the largest in the United States, being twenty-seven feet in circumference at a distance of three feet from the ground. To the rear of the Common are the Town Hall, High School, a Memorial Hall and the Unitarian Church. After crossing the north branch of the Nashua River and Wickapeket Brook the car enters Leominster. Around the delightfully shaded square are grouped the town buildings and business blocks. Fitchburg lies five miles north of Leominster and is reached by three distinct lines; the one via North Leominster runs through a prosperous farming section and along a high elevation, affording a charming view of the river and surrounding country; the other line runs over the hill to the west of the river, through a section of natural beauty. Along this line one is afforded a grand bird's-eye view of the important manufacturing city of Fitchburg. From here the main line runs through West Fitchburg, Westminster, Gardner and Templeton to Athol and Orange. The side trip from Fitchburg to Wachusett Lake, Park and Mountain is a charming one. The summit of the mountain is some distance from the terminus of the trolley line, but easily reached by a good carriage road.

BRANCHES

The following is a description of the various lines radiating from the three trunk lines previously described.

FROM FRAMINGHAM

South Framingham is considerable of a street railway centre, with a line running to Hollister, Milford, Hopedale and Uxbridge. The ride is an interesting one, passing many historical houses. At Milford connections may be had for Woonsocket, Upton, Grafton, Hopkinton, Westboro, Franklin and other places. At Uxbridge one may connect with cars for many towns along the Blackstone valley.

Another branch line from South Framingham runs to Ashland and Hopkinton. To the right can be seen a branch of the Sudbury River and a part of the Metropolitan Water System. Over the river, crowning a beautiful green hill, can be seen the handsome estate of Colonel Charles Pfaff. After a short run the car reaches Ashland Centre, with the railroad station on the right, and soon reaches Stedman Hill. The country is very picturesque and affords many charming landscapes.

Entering Hopkinton, one soon ascends Meeting-house Hill, on the top of which is the historic Claflin-Valentine House, built of stone and said to be two hundred years old. Hopkinton has an elevation of about three hundred and seventy-five feet above South Framingham, and the views in all directions are extensive. Here cars may be taken for Milford, Westboro, North Grafton and Worcester.

From South Framingham a line runs to Marlboro and Hudson. The car passes the Middlesex South Fair Grounds on the right, and on the left the Lakeview Camp Grounds, before climbing the hill, from which there is a fine view of

Old
Tavern



Lake
Cochituate



Lake
Quinsigamond



Sudbury
River



Farm Pond on the left. Passing the Day estate on the left, the Sudbury River, from which an aqueduct runs across the pond, is seen, and the power house of the company is passed before the car coming into Framingham Centre.

From Framingham Centre the main line of the Boston & Worcester is followed through the town and into the village of Fayville, along the great Metropolitan Water Basin. (See page 21.) The line diverges at White's Corner to Southboro, passing the Episcopal St. Mark's School for boys on the left, and soon enters Marlboro. This is a historic town where Eliot had a village of praying Indians, and the place was attacked by King Philip's warriors in 1676. On the left of Main Street is the fine Holy Trinity Episcopal Church, a gift to the parish by J. Montgomery Sears. The car soon comes to the Soldiers' Monument nearly opposite the Grand Army of the Republic Hall, in which hangs the John Brown bell, captured by Marlboro troops at Harper's Ferry. From here two lines run to Worcester, one via Marlboro, the other going through Westboro and North Grafton. (See Marlboro to Worcester.) On the way to Hudson, the terminus of the line, the car passes through a beautiful wooded country. One of the sights of Hudson is the falls of the Assabet River. Connections may be made at Hudson for Fitchburg, Clinton, Concord, Lexington and Boston.

Another branch line of this great system diverges from the main line near the State Militia Grounds, running off to the right and forming, with the main Boston-South Framingham line, a direct connection between South Framingham and Saxonville. The car leaves the Militia Grounds on the left and goes through a pretty farming country over what was the last horse-car line in the state. One soon comes to Wayside Park on the right, with its pretty groves of pine and chestnut, and baseball grounds and bicycle track. From here a car may be taken to Cochituate, passing the lake and coming to Natick, or connecting with the main line at North Natick for Boston.

MARLBORO TO WORCESTER VIA WESTBORO AND NORTH GRAFTON

The car for Worcester is taken at the Marlboro railroad station. Soon the car ascends a hill, from which a fine view is had of the Westboro Insane Hospital and the Lyman School for Boys, situated on the banks of Lake Chauncey, which was named in honor of Dr. Charles Chauncey. Dr. Chauncey suffered for his religious principles, and was in 1656 elected the second president of Harvard College. Near the bank of Lake Chauncey the street railway company maintains a pleasure park for its patrons. Here is a rustic theatre, a dancing pavilion and many other popular attractions. It is a beautiful spot and well worth seeing. Leaving the park the car crosses the tracks of the Boston & Worcester Railway, where cars may be taken for Framingham and Boston or to Worcester.

WESTBORO. This place was in the Indian domain of Maguncook, and was set apart by Samuel Shute, governor of the Massachusetts Bay Colony, under the second charter of King George I in 1771, and given its present name. Westboro has a thrifty appearance and is a town of comfortable homes. Here was born Eli Whitney, the inventor of the cotton gin, which revolutionized the whole cotton manufacture of the world. He never reaped the benefits of his invention, but afterward attained a competence by the manufacture of firearms for the government. In this town, too, was born Mary A. Brigham, the first president of Holyoke College. The Brigham Tavern in this town is a famous old hostelry, and had a wide reputation in the old stagecoach days for its mulled wines.

From here a line runs off to the right to Northboro, there connecting with cars for Worcester and Marlboro. Another line runs to the left through Woodville and Hopkinton. Hopkinton was purchased of the "Praying Indians" resident in Ashland in 1770, by money given to Harvard College, which leased lands to settlers until 1715, when it became a town, and was named in honor of Edward Hopkins, who gave the money to Harvard. At Hopkinton a line connects with South Framingham and Milford.

From Westboro, on the main line, the car runs up West Main Street, which is beautifully shaded, with churches and residences on either side. Coming into the open country, the line runs up hill and down dale, through shady groves, and now and then coming out upon an eminence from which delightful views of the surrounding country may be had. The car speeds on through shaded roads and rich meadows, crossing many small streams, until it climbs St. Clair Hill, from which a grand view may be obtained. Off to the right is the deep valley, backed up by a range of hills with farms lying along their slopes. In the extreme distance Mount Wachusett looms up in its grandeur, the most commanding object in the distant landscape. A glance backward reveals again the buildings of the Insane Hospital and the Lyman School on Lake Chauncey. Passing the State Farm, where seven hundred acres of rich land are being brought under high cultivation, a look ahead reveals North Grafton, formerly called New England Village, in the distance. With another pleasant run the car enters this town.

Here connections may be made with Grafton, Upton, a hilltop village south of Worcester, and Milford.

From Grafton to Worcester the road runs for the most part over private right of way, and the journey is a swift one into the busy city in the "Heart of the Commonwealth."

FROM WORCESTER

Running out of Worcester are a number of trolley lines, connecting the surrounding towns with the "Heart of the Commonwealth." Some of these afford pleasant side trips out of the city. One runs from City Hall and the city proper through a section of pine woods and farms to the pleasant little town of Auburn where Jacob Whitman Bailey, the eminent naturalist, was born. Then comes Oxford, which suffered severely during the Indian wars; Charlton, delightfully located, and Southbridge, where cars may be taken for Sturbridge and Fiskdale.

Another line runs along the Blackstone River and valley through Millbury and Whitinsville to Woonsocket, where connections may be made for Providence. While the ride is through a delightful country, and is pleasant as far as Whitinsville, beyond there frequent changes are necessary and connections doubtful. It is intended in the near future to have a line running from Worcester direct to Providence, similar to the Boston & Worcester line, which will afford the tourist an opportunity to take the trip in comfort without change.

A route now leading through Holden to Jefferson will eventually be extended to Mount Wachusett. The ride is a pleasant one and very popular during the summer months.

The Oxford line runs through a part of Auburn to Webster. A change is made here to a car which takes one through Putnam and other towns in the Nutmeg State to Danielson, where through cars may be taken for Providence.

The North Grafton and Grafton line connects with cars for Upton and Milford, while another takes one through Shrewsbury and Northboro to Marlboro.

The trip through Boylston, Clinton, Lancaster and Leominster to Fitchburg is a delightful one. The car taken at City Hall passes at Lincoln Square the Salisbury Mansion, erected by the first Stephen Salisbury in 1770. Near the top of Lincoln Street hill is "The Oaks," built about 1775 by Timothy Paine, a prominent Royalist in the Revolution. Both of these houses are still owned by members of the family. From here the car runs through a hilly woodland and past farms to Boylston Centre, where the Town Hall and Congregational Church are located near the Common. From the Centre to Clinton the line passes along the shore of the Wachusett Reservoir, a part of the Metropolitan Water System, which will join that seen along the line of the Boston & Worcester Street Railway. Here will be stored a large part of the future water supply of Boston. The entire land surface in sight from the car to the left for some eight miles is included

within the immense basin. Crossing the Nashua River the car enters Clinton. To the right are the Lancaster mills. At Central Park are the Town Hall, Memorial Building and Unitarian Church. From here the line runs on to Lancaster, Leominster and Fitchburg, as described on page 92.

FROM PALMER

The ride from Palmer to Monson and South Monson is a delightful one. Soon after leaving Palmer one will



Memorial Hall, Monson

notice on the right, across the Quaboag River on the slope of the mountain, the State Hospital, while to the left near the road may be seen a slab indicating the location of the first tavern in Palmer. Crossing the river the car runs through a narrow but fertile valley with a background

of picturesque hills. Through these meadows the car goes, crossing the railroad tracks to enter the woods of North Monson. Emerging from the woods an excellent view is had of the Quaboag Club grounds. Then the car passes through Monson to South Monson, at one time a favorite hunting ground of the Indians. The village of South Monson is beautifully located in the valley of the stream with the hills on the right and left, and the rising ground



Monument and Library, Monson

in the centre, which covered with green foliage in the summer, contrasted with the neat white houses, display to the eye a beautiful and varied perspective which no one who loves nature and the evidence of thrift can be weary in surveying.

Monson and South Monson can boast of many fine churches, a Town Hall and Memorial Library, many of which are constructed of granite from the well known quarries of this town.

Other lines run to Thorndike, Bondsville and Three Rivers, all being manufacturing villages along the banks of the Ware, Quaboag and Swift rivers, with their many falls furnishing excellent water power for the many mills. The trip from Palmer taking in these three villages will consume one hour and a half at a cost of fifteen cents, and it is well worth the time, for the trip is a varied one, affording many fine river views with rolling country and fertile land.

HOLYOKE TO WESTFIELD

The car starts at City Hall and runs along High Street past the new and handsome Public Library and beyond the large high school, with its white stone base and yellow brick top. From here a fine view is had of Mount Tom and the Summit House on the right. Turning to the left into Northampton Street, the car passes on the left the City Hospital, and after a turn to the right gradually ascends an incline through field and forest, affording a grand view of Mount Tom and Mount Holyoke. Here one leaves the public highway and wends his way through the crevices of a wild rolling country, many of the curves forming a half circle. Ahead is a long range of hills, which the car soon mounts. On the right one notes a huge mound of small stones of volcanic origin. The route is through a region noted for scenery of the wildest magnificence and beauty.

The traveller is now on the highest elevation of the Mount Tom range between this point and West Rock, near New Haven. Looking ahead across Rock Valley may be

seen Hampton Pond, with its summer cottages and large public pavilion. To the right a magnificent view is had of Mount Tom, towering sublimely in the distance, and the surrounding country.

Descending the hill to the valley the car reaches Hampton Pond. The picturesque island upon which the Pequot Club has its building breaks the broad blue of the lake, while the richly wooded headlands lend an impressive beauty to the shore. Here the car leaves the public highway again and proceeds on private land. Ahead one can see for two miles a perfectly straight piece of track. To the rear Mount Tom is plainly visible, and at night the searchlight from its summit makes this line of roadway as clear as day. Through a wooded patch of pine the car soon crosses the Westfield River, giving a fine view of the valley on either hand, then through the manufacturing section to Park Square, Westfield, a delightful spot with beautiful shade trees. This is the transfer point for all cars.

Another line from Holyoke is through South Hadley, past the college buildings and through the Notch to Amherst, where connections may be made for Sunderland and Northampton. It is a most delightful ride, and it will well repay one to take this trip, returning via Northampton and Mountain Park.

NORTHAMPTON TO AMHERST

Leaving Northampton the car passes the Courthouse and the Armory and soon gets into the open country, with a full view of ragged and picturesque Mount Holyoke, with its inclined railway rising perpendicularly 365 feet to the Prospect House on the summit. A little farther along Mount Tom looms up across the broad meadows. Crossing the river by a fine substantial bridge 1,288 feet long, one reaches the rich lowlands with their great tobacco and onion fields. Through this section one is rapidly taken into Hadley, its streets bordered with elms and maples of magnificent proportions. Being protected by the great

bend of the river, Hadley was designated during the Indian troubles as the principal military fort and the place of deposit for supplies. Here General Burgoyne once spent a night. "Fighting Joe" Hooker was born in this town. Many forts were built along the banks of the Fort River. Almost every street in Hadley has its own story to tell of the stirring events of the past.

The Elmwood House now stands on the site of the house in which the regicides, Goff and Whalley, officers in Cromwell's army who as judges condemned Charles I to death, were concealed. Hopkins Academy is about the centre of the town. Opposite it is the Town Hall and the First Church, where once, while the settlers were all attending church, the savages appeared. Colonel Goff, then a stranger to the inhabitants, called upon them to follow him, and after a stiff fight the Indians were driven off.

Slavery existed here as well as in other towns along the valley, the first three ministers owning slaves.

The car now takes one into the open country again. It is only a short run until one reaches the town of Amherst. The terminus of the line is at the north end of the Common, shaded by beautiful elms. Many of the college buildings are grouped around the south side of the square on a slight elevation and command a delightful view of the surrounding country. Here cars may be taken for East Amherst, West Pelham, Sunderland or through the "Turkey Pass" to South Hadley and Holyoke.

FROM HARTFORD

One may well spend three or four days in visiting the interesting places in the vicinity of Hartford reached by the different trolley lines.

The ride of Windsor, Poquonock and Rainbow is a delightful one following the Connecticut River and valley to Windsor, where the first frame house in the Nutmeg State was erected, and passing the mansion where William Wolcott Ellsworth was born, thence along the Farmington River with charming views on either side to Rainbow Park,

an attractive pleasure resort located on a picturesque bow of the river.

Another line runs to Manchester and Rockville, through an open country and cool roads shaded by fragrant pines to Burnside with its splendid double row of overhanging elms. It is only a short run to Laurel Park, a charming pleasure resort on the banks of the Hockanum River. From the observation tower built around a giant elm a fine view is had of the Connecticut valley. Here connections may be made for South Manchester and Manchester Centre, an interesting settlement on the old stage-coach line from Boston to Providence and New York. From here to Rockville, situated among the hills of Tolland County, is a pleasant trip through a prosperous farming country. Snipsic Lake is a beautiful sheet of water; the great granite dam at the lake is a notable piece of engineering, twenty-six feet in height.

The trip to the Glastonburys, named for old Glastonbury in England, and the first town in the Connecticut Colony which was made by dividing another town, is an historic one, for the route in places follows the ancient Indian trail. In South Glastonbury is the Hollister House, built in 1675 and said to be the oldest house in the state. At Brookside, the terminus of the line, is a beautiful wooded park of some five hundred acres, through which a roaring brook flows down the steep hill forming shining cascades as it tumbles over the rocks.

Another side trip of about five miles is that down the river to the quaint old town of Wethersfield, noted for its onion culture. Here is located the State prison and the old Webb House, nearly opposite the post office, which was used as a tavern in 1752. Near the terminus of the line is an elm tree nearly twenty-five feet in circumference and said to be about one hundred and twenty-five years old.

The ride through West Hartford, Farmington to Unionville is through an extremely hilly district, and the trolley runs over a succession of hills and valleys, affording the tourist a diversity of picturesque scenes.

SOUTHINGTON TO MERIDEN AND WALLINGFORD

Leaving Southington the car soon emerges into a beautifully rolling country with many quaint old houses and charming inland scenery. Soon the overhanging bluffs of Meriden are seen in the distance ahead. Before coming within the corporate limits of this city the car passes Hubbard's Park on the right. Here the greatest of the many attractions is a great peak of stone 1,007 feet high, one of the Hanging Hills, the highest land in the state of Connecticut. From here off to the southwest may also be seen the whale-backed peak of Mount Carmel, an attractive object in the extensive landscape. Mount Carmel dominates all the surrounding peaks, and attracts attention by its peculiar conformation.

Meriden stands on the site of one of the palisades built in 1660 to defend the highway of the colonists between New Haven and Boston, and is one of those towns which many years ago sent abroad the Yankee notions which made Connecticut world famous. It still has many important manufactures, cutlery and britannia ware being among its principal productions. The Britannia Company is noted as one of the largest manufacturers of silverware in the world.

From Meriden the car is taken for Yalesville and Wallingford. The ride is a pretty one through South Meriden, along the river and over a picturesque country which from rolling hills gradually reaches a level. Many old taverns are seen by the wayside. Wallingford and Yalesville are two handsome villages which, like Meriden, are largely devoted to the production of silverware.

FROM NEW HAVEN

Many local lines afford interesting trips out of New Haven. One of these runs from the Green to Whitneyville, passing up Chapel and College streets by many of the college buildings and through a residential district to the grounds of the New Haven Golf Club, the end of the route. Returning, one may remain on the car and be taken

back through the city again to City Point, passing many beautiful residences. This was formerly known as Oyster Point, and where stood an Indian village, indicated by mounds of oyster shells.

Another line from the Green runs to East Rock, a remarkable geological formation where a cliff-faced uplift of trap rock four hundred feet high is crowned by the lofty shaft of a Soldiers' Monument. Here is the fine City Park left in picturesque wildness, but with splendid roads.

Another line runs through Westville to West Rock Park, another uplift of volcanic rock. Judges Cave, on the farther slope of West Rock, where two of the "regicides" were hidden, is marked by a bronze tablet.

Two lines run out of the city through East Haven to the water's edge. One runs via Fort Hale and Brightwood to Lighthouse Park, where the British landed. The other line goes through East Haven village, an ancient town where the Bradley, Chidsey and Hemingway houses are among the old homesteads, to Darrow Rock. A line runs from New Haven eastward to Branford, a popular summer resort with many large hotels. The Branford library is in the finest building of the kind in Connecticut, costing \$300,000.

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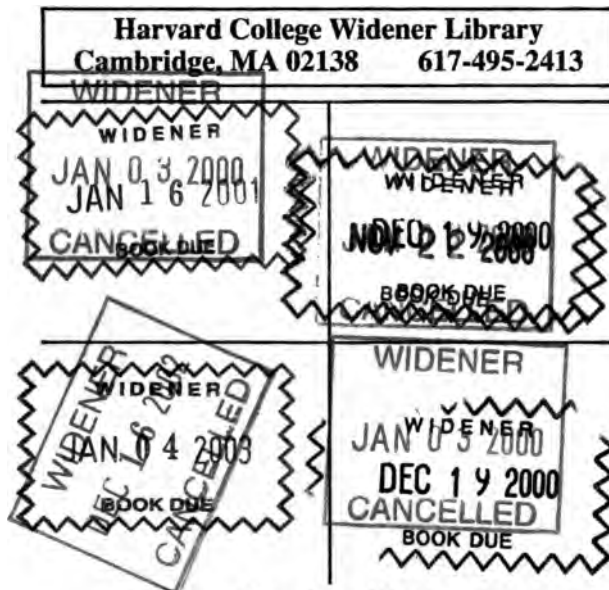




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